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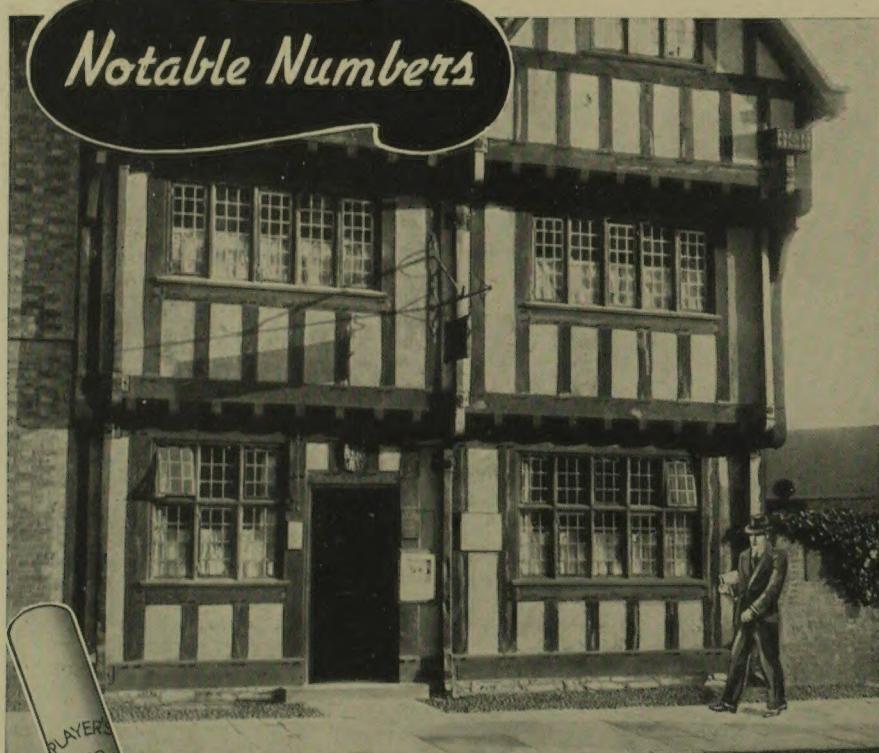
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SATURDAY, SEPTEMBER 30, 1939.



A MONSTER AWESOME ENOUGH TO MAKE THE STOUTEST HEART QUAKE: A FRENCH SUPER-HEAVY TANK GOING INTO ACTION ON THE WESTERN FRONT.

Super-heavy tanks are reported to have played an important rôle in the French advances on the Western Front. Tanks of this nature may weigh anything up to 75 tons or more, and are so heavily armoured as to be proof even against a direct hit from most anti-tank guns. As well as other artillery, 15.5-cm. howitzers may be mounted, and as many as eleven machine-guns. Various

authorities have estimated their speeds at between 8-10 m.p.h. It is interesting to note that a German work, "Panzertruppen," published in Berlin in 1938, speaks of the French super-heavy tank that it is "a weapon of position-warfare." Attacking the Siegfried Line is position-warfare *par excellence*. (Specially Drawn for "The Illustrated London News" by C. E. Turner.)



By ARTHUR BRYANT.

N the last war it used to be a saying of the troops that every man who was to die had a shell or bullet labelled with his name, which would come to him at its appointed hour. It was a saying of some sort. For so long as his intended time was still to come a man was aware that he could go about his business without taking any uncomfortable and due amount of trouble about his own comparatively unimportant personal safety—

Through joy and blindness he shall know
(Not caring much to know) that still
Nor lead nor steel shall touch him so
That it be not the destined will.

his attitude may have been identically false. I do not know: it probably was. Yet philosophically and psychologically it was sound. It helped men to carry on in adverse circumstances, to fulfil their duty regardless of consequences and to be brave and unconcerned when it was hard for mort flesh and blood to be either.

, of course, occasionally have made a man unnecessarily reckless and careless of taking risks, and thereby have lost a few lives which might to the advantage of their country have been spared. But unless my own experience, and that of all my friends and contemporaries in the last war was wholly misleading, the constant problem for those in authority in a war is to induce men to be consistently ready to lose their lives rather than to preserve them. For, for all the spasmodic heroism in human nature, there is a strong instinct in all men towards personal self-preservation. It does not require a Departmental leaflet to cause a man to run for shelter from a bomb or to duck from the whizz of a bullet. But it requires something very much stronger than even the most carefully framed official brochure to persuade men to go to their almost certain destruction in order to attain victory. It needs faith and pride. And these are qualities which require much fostering. Indeed, they are not easy to come by.

The long-experienced statesmen and Civil Servants who are at present directing our war efforts do not show much apparent consciousness of this. Probably they do us the compliment of taking it for granted. At any rate, the first fortnight of the war has been marked by a somewhat solemn and almost funereal technique. We have been told to spend our nights in darkness, avoid the society of our fellows (except in splinter-proof cellars), and refrain from the amusements with which we have long been normally accustomed to recreate ourselves. It says much for the inherent spirit of the British people and the resolution with which they have entered upon this grim ordeal that these prudent but almost superhuman ordinances have been accepted with the same calm gravity with which they have been issued by the Higher Powers. They are quite ready to endure all this, and infinitely more, without a murmur, to attain their purpose. But, if doubts are not to intervene, they will need to be made quite certain that victory is to be attained in no other way. Otherwise a high-spirited people, who are not in the habit of allowing even calamity to interfere with their cheerful and convivial temper, will come to demand a different psychology of leadership. Methods of war change, but the character of a great nation does not. It must never be forgotten that in the long run—and our present struggle, if it is to be fought to a finish, may prove the longest and toughest we have ever had—our chief asset for victory will be neither our gold reserve nor our material resources, but the good humour, the humanity and the invincible spirits of the British people.

"A little of what you fancy does you good" was a favourite saying of that great student of human nature, the late Miss Marie Lloyd. She certainly knew her England. One cannot help wishing she were in Whitehall to-day. She could do much admirable work, for instance, in the Ministry of Information. For one of the highest tasks of that august body which has now apparently taken upon its shoulders the functions hitherto performed for us by much diverse private enterprise must be to arouse and maintain the national spirit, not by ignoring the stark and unpalatable truth but in spite of it. We are not Germans that we need to be kept to sticking

point by an endless succession of asseverations of moral infallibility and of monotonous, and therefore, improbable, tales of victory. We know well enough, by racial instinct if not by reading and scholarship, that we have never won a major war without a whole shower of early disasters and calamities. Gallipoli and Kut-el-Amara, Coronel and the Retreat from Mons, Colenso and Spion Kop, Khartoum and Cawnpore, Kabul, and the march to Corunna are not names of shame in our annals, but the tragic and heroic milestones we had to pass on our road to final triumph. And it was our pride and the assurance of our future victory that we passed them singing—

Pack up your troubles in your old kit bag
And smile, boys, smile!
While you've a lucifer to light your fag,
Smile, boys, that's the style!
What's the use of worrying?
It never was worth while!
So pack up your troubles in your old kit bag
And smile, boys, smile!

The artless words of the ballad-maker were truer than he knew. They were in the spirit of his countrymen.

Those who to-day carry on straining shoulders the giant burden of guiding Britain's destinies—and none of her historic leaders can ever have borne a heavier—have great cause to remember that the dogged and patient people they are leading to battle have spiritual needs as well as material. In the long, drab days to come their hearts will need feeding even more than their bodies. Though the mind recoils from the very conception of such a functionary, we almost require, as it were, a Minister of Inspiration.

By thee, as by the beacon-light
Our pilots had kept course aright.

In this imaginary personification of a nation's Muse would be comprised alike the orators and the poets, the actors, the popular entertainers and the buffoons. And from it would be interdicted the presence of all superior persons, all solemn lecturers and all formalistic bureaucrats. Its spiritual and earthly home would be neither Whitehall nor even Bloomsbury. I myself would select the Old Kent Road or an ancient tavern looking on the river. And its departmental chiefs would come neither from the Treasury nor the Bench. They would be, I think, Ariel, Mr. Pickwick and Mr. George Robey. And their inspiration would never fail us.

In the early stages of the last war, a number of elderly persons of gravity were so much shocked by the levity of the songs with which our troops in Flanders whiled away the monotony of the march, that they set themselves the task of writing words of a patriotic kind and having some bearing on the hostilities in progress for the men to sing to popular music-hall tunes. They even persuaded the War Office to have them printed and sent out to France for distribution. But they were never sung. A people who have never been totalitarian in their pleasures and poetry went into the hell of modern battle singing songs of another measure and of their own free devising. Scarcely any of them could be printed on this austere page, but a verse of one of them recurs to the mind. It went, if I remember rightly, something like this—

Send for the boys of the Old Brigade
To keep old England free,
Send for my father and my mother and my brother
But for Gawd's sake don't send me!

A nation that can make war in such a spirit can never be defeated!



"SMILE, BOYS, SMILE!" THOUGH THE MARCHING SONG IS PROBABLY "BOOMPS-A-DAISY!": BRITISH TROOPS ON THEIR WAY TO THEIR EMBARKATION POINT FOR FRANCE.



"BED AND BREAKFAST"—A HUMOROUS NOTICE WHICH MAY ONE DAY ADORN THE UNDERGROUND GALLERIES OF THE MAGINOT LINE, AND WHICH RECALLS MANY FACETIOUS DIRECTIONS POSTED UP IN THE TRENCHES DURING THE LAST WAR.

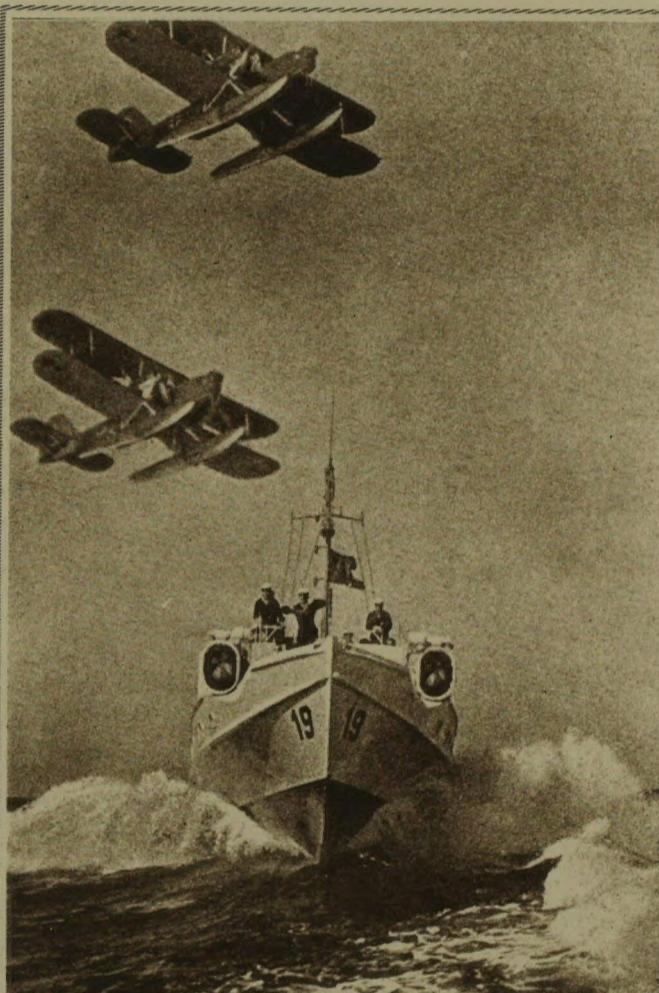
The British soldier has ever been noted for his good spirits and cheery good humour—qualities personified in these photographs of troops on the march *en route* for France. The particular marching song favoured at present appears to be "Boomps-a-daisy!," which our French Allies are also reported to be singing. The same song was heard being sung by the survivors of the "Courageous." (Associated Press.)

GERMAN MOTOR-TORPEDO-BOAT TACTICS—WITH AIRCRAFT SMOKE-SCREENS.



A LAST-MINUTE MANOEUVRE BEFORE THE MOTOR-TORPEDO-BOAT FLOTILLA ATTACKS: ACCOMPANYING AIRCRAFT RELEASING A SMOKE-SCREEN BETWEEN THE FLOTILLA AND THE ENEMY SHIP—THE LEADING BOAT WHEELING, AND FOLLOWED BY THE OTHERS.

THE methods of attack employed by German motor-torpedo-boats are revealed in these illustrations (taken from a German newspaper) of their First Motor-torpedo-boat flotilla. Attacks by motor-torpedo-boats utilising smoke-screens are, of course, nothing new in naval warfare. They were a feature of the raid on Zeebrugge in 1916, and of one of the most brilliant small-craft operations of modern times, the attack by British motor-boats on the Bolshevik fleet in Cronstadt in 1919. It is hardly necessary to add that the British Navy has long used torpedoes which can travel on an oblique course to their target, similarly to that seen in the lower illustration.



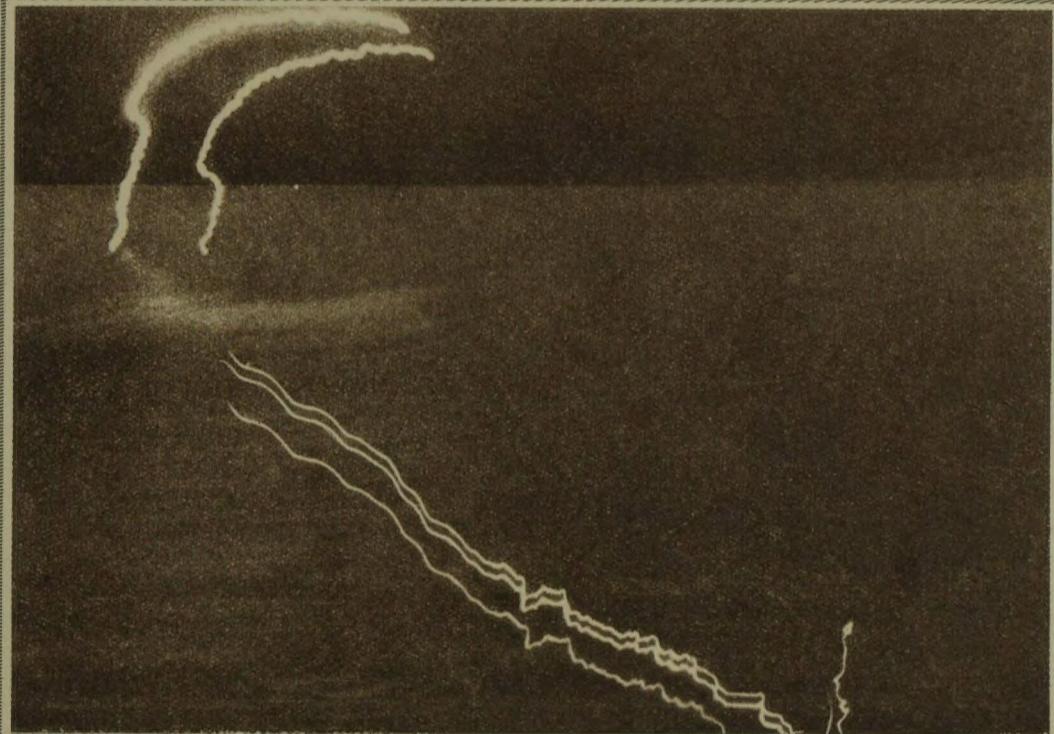
WITH TWO TORPEDO-TUBES, ON PORT AND STARBOARD: A GERMAN S-BOAT MANOEVRING BEHIND THE SMOKE-SCREEN RELEASED BY ACCOMPANYING AIRCRAFT, AWAITING THE ORDER FOR THE FIRING OF THE TORPEDOES.



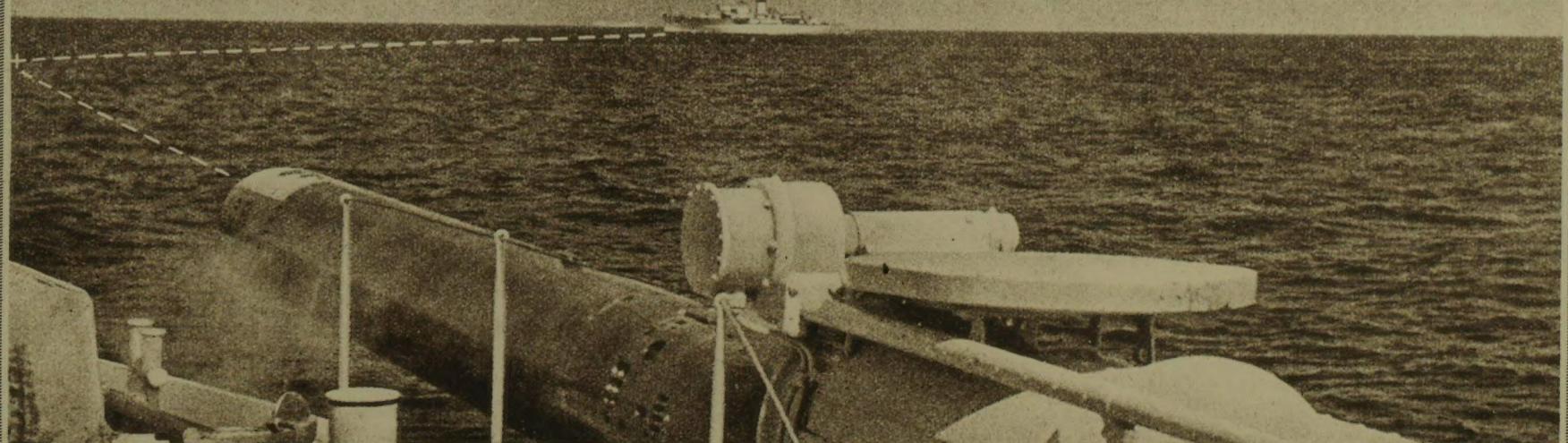
THE COAT-OF-ARMS OF A GERMAN MOTOR-TORPEDO-BOAT FLOTILLA, WHICH IS BORNE ON THE BOWS OF THE FLOTILLA'S MOTHER-SHIP.



A CONTRIVANCE FOR SALVING PRACTICE TORPEDOES: A "SMOKE-BUOY" EMERGING OUT OF THE SEA, INDICATING THE POSITION OF THE PROJECTILE.



THE PATH OF TORPEDOES FROM A GERMAN S-BOAT ILLUMINED DURING NIGHT PRACTICE—THE LIGHT-TRACKS BEING PARTLY DISTORTED BY THE MOVEMENT OF THE VESSEL FROM WHICH THE PHOTOGRAPH WAS TAKEN.



FIRING A TORPEDO ON A "CROOKED" COURSE, INDICATED BY THE DOTTED LINE—A MEASURE CALCULATED TO CONFUSE THE TARGET, WHICH WOULD SEEK TO PARRY THE ATTACK BY ZIGZAGGING OR TURNING AWAY.

WHAT GERMANY STANDS TO LOSE IN THE SAAR

PICTORIAL MAP SPECIALLY DRAWN FOR "THE ILLUSTRATED LONDON NEWS" BY BRYAN DE GRINEAU.



WHERE "FROM THEIR ARTILLERY POSITIONS THE FRENCH LOOK DOWN ON A GREAT INDUSTRIAL AREA IN WHICH ALL AND IRON AND STEEL, OF THE TERRITORY

The above pictorial map of Saarland gives a graphic idea of the richness of the territory now threatened by the French advance on the Western Front—the general lines of this being indicated by the arrows. This richness is not only confined to coal and steel—chemical works, quarries, leather factories and glass factories abound. Saarland was joined to Germany by the plebiscite of 1934, typical Nazi methods of intimidation being employed to coerce the anti-Hitler sections of the Germans living there into voting for union. Re-reading, indeed, the contemporary books on the Saar problem, the

comparison between the reported intimidation of anti-Nazi Saarlanders and that of anti-Nazi Sudetens, Danubians, and Austrians appears much of a piece. The same documented cases of racial discrimination, bribery, falsification of education in primary schools, intimidation of progressives and liberals both by actual violence and by economic and social ostracism, occur again and again. Saarland has a reserve of some nine milliard tons of coal lying beneath its soil—a reserve sufficient to last six hundred years or so. In 1934, the last year in which separate statistics for Saar and German goods appear in the

A PICTORIAL MAP SHOWING ITS MINERAL RICHES.

London News" by Bryan de Grineau.



WORK HAS STOPPED"—A PICTORIAL MAP OF SAARLAND, ILLUSTRATING THE EXTREME RICHNESS, PARTICULARLY IN COAL, NOW THREATENED BY THE FRENCH ADVANCE.

League of Nations' Statistical Year Book, the production of coal was approximately 11 million metric tons compared with Germany's 24 million, a large fraction of this latter. It must, too, be remembered that Saarland constitutes, with the Ruhr valley, Germany's main centre of the iron and steel industries, here lying contiguous to the collieries. Saarland produced in 1934 the equivalent of almost one quarter of the German output of pig-iron and ferro-alloys, amounting to nearly 2,000,000 metric tons, and a similar quantity of ingots and castings, equivalent to nearly one-fifth. The dead

loss of such territory could hardly fail to have a considerable effect on German war industry. And only a fortnight after the commencement of hostilities on the Western Front, the *Daily Telegraph* reported that "the French have already taken one million tons of iron and coal and the Saar valley is lost to Germany. From their artillery positions the French look down on a great industrial area in which all work has stopped. Countless blast furnaces are cold and the mines are empty." As far as can be judged from other reports considerable areas in the Saar have now been entirely evacuated.

THE NAVY'S WAY WITH U-BOATS: THE VISIBLE RESULTS OF



SPOUTS OF WATER LIKE THE "BLOWS" OF AN ENORMOUS WHALE—THE SURFACE RESULT OF DEPTH-CHARGES EXPLODING AT A PREARRANGED DEPTH, GIVING SOME IDEA OF THE PRESSURE EXERTED UNDER WATER, AGAINST WHICH A SUBMARINE STANDS LITTLE CHANCE IF ANYWHERE IN THE VICINITY. (Fox and A.P.)

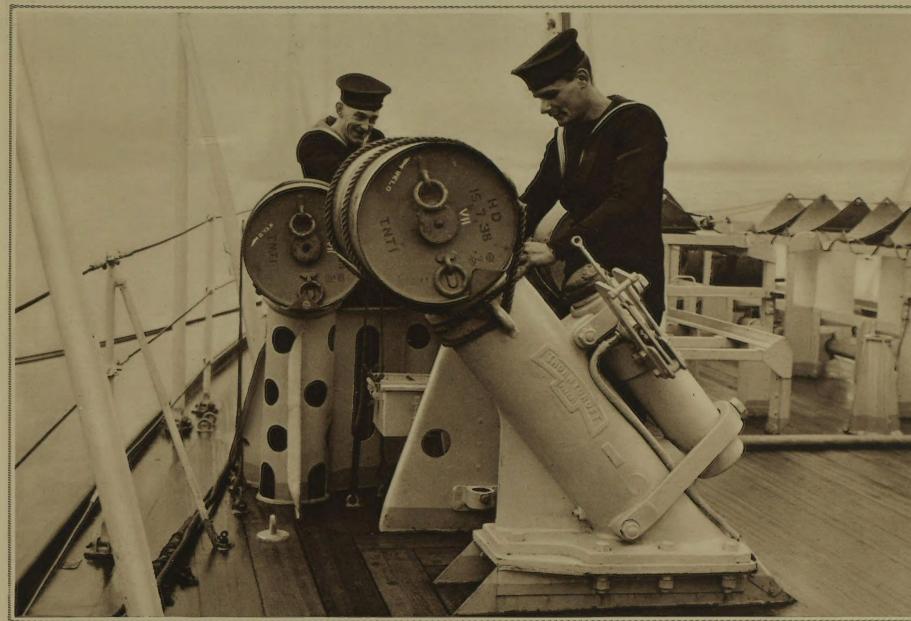


THE DESTROYER H.M.S. "ESSEX" STEAMING AWAY AT FULL SPEED AFTER DROPPING A DEPTH-CHARGE. THE EFFECT OF DEPTH-CHARGES IS SO POWERFUL THAT A SHIP CANNOT DROP THEM IF TRAVELLING AT LESS THAN 15 KNOTS, LEST SHE DAMAGE HER OWN STERN. (Fox.)

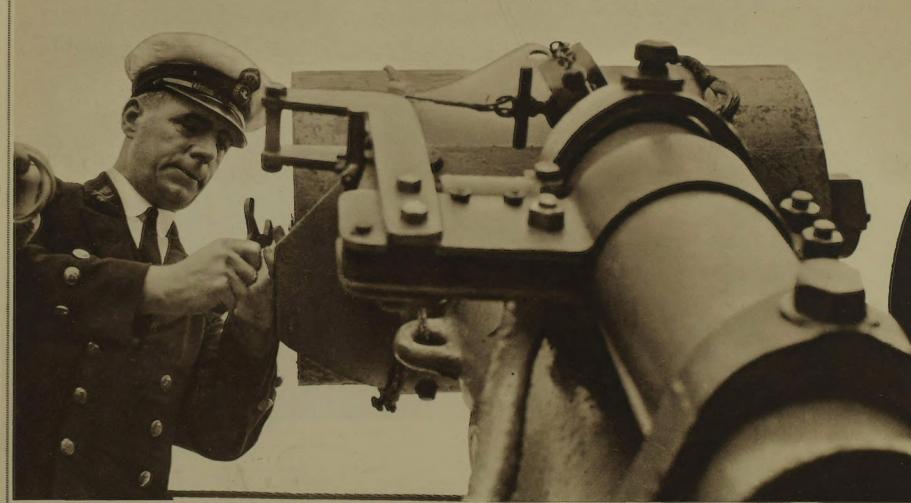
These photographs of the dropping of depth-charges, and of the manner of attaching them to the "thrower" on board the attacking surface ship, provide the complement to the double-page drawing contained in our last week's issue. This drawing depicted fairly exhaustively the methods of destroying

submarines with depth-charges; and to the text which accompanied it little can be added here. The modern depth-charge is an iron drum fitted with a device for setting accurately the depth at which it explodes, and filled with 300 lb. of T.N.T. or other high explosive. Some idea of the quantity of

"DEPTH-CHARGING"; AND DEPTH-CHARGE "THROWERS."



DEPTH-CHARGES: (RIGHT) SECURED TO THE "THROWER," AND (LEFT) RESTING ON THE "CARRIER" BEFORE FIRING. THE CARRIER'S TUBE—THE "STALK"—IS INSERTED INSIDE THE "THROWER"; WHEN FIRED, DEPTH-CHARGE AND CARRIER PART COMPANY IN MID-AIR. (Charles E. Brown.)



A PETTY OFFICER FITTING A DEPTH-CHARGE TO THE "THROWER": THE DEPTH-CHARGE ITSELF CONSISTS OF AN IRON DRUM FILLED WITH 300 LB. OF T.N.T. OR OTHER HIGH EXPLOSIVE. DEPTH-CHARGES ARE ALSO DROPPED FROM CHUTES AT A VESSEL'S STERN. (A.P.)

water displaced by its explosion under water and of the amount of pressure exerted can be gathered from the enormous "spouts" seen in the above photographs. Depth charges are released by means of a chute at the stern, and by the cannon seen above. By this means, the target can be "straddled."

To sink a submarine the depth-charge must be right on her; but its explosion anywhere in the vicinity is likely to put the craft out of action, and produces a terrible effect on the crew. It should be mentioned that our photographs were taken some months before the outbreak of war.

PIANIST AND POLISH PATRIOT.

"THE PADEREWSKI MEMOIRS": By IGNACE PADEREWSKI and MARY LAWTON.*

An Appreciation by SIR JOHN SQUIRE.

THERE is a sad timeliness about the appearance at this moment of the first volume of the memoirs of a lifelong Polish patriot like Paderewski, the most famous Pole of his day. As far as one can make out they have actually been set down by Miss Lawton, who may be held responsible for the English and for the selection—sometimes inclined to the trivial—from what must have been an enormous mass of material. But often the voice of the man, with his striking personality, comes clearly through as though he had been dictating. It is a full book, always interesting and often amusing; and a record, everything else apart, of the day-to-day life of a great travelling concert-artist such as has seldom appeared.

The old still remember Paderewski's first dazzling appearance in the west. His beginnings had not been easy. The son of a small, poor Polish nobleman, he received a good deal of discouragement at the start, one of his masters even saying that he would never play anything but the trombone. A concert with Modjeska at Cracow was the turning-point; it raised enough money to take him to Leschetizky, perhaps the greatest teacher of all time, and he proceeded to Vienna, France and England, to what he modestly calls "the success that came too soon." He had to succeed Rubinstein, which made things especially difficult in Russia, jealous anyhow of a Pole. But he was enabled by the power of his playing and the immense charm of his personality to be the first Paderewski instead of the second Rubinstein. And in the west his sheer beauty was an asset; he had the best-known profile in the world. The best-known hair, too. About this he can jest. It used to be jocularly said that he wore a wig in order that his admirers should be able to snip curls from it without damaging his real coiffure. Had he done so, it would have been excusable; the stories here about people even invading his bedroom with scissors for autographs and locks have to be read to be believed. He retained his sense of humour, and was never spoilt. To the public's darling succeeded the grave, meditative master and the polished man of the world; the affection and respect in which he was held deepened as the years passed. And how he served his public! Once for weeks he played with a poisoned finger and at the end of every recital the keys were covered

there is no trace in his book. Nor is there any trace of that allied thing, a lofty contempt for the world at large and a shrinking from common contacts. It is the book of a great gentleman.

Intermingled with his musical memories (he has an independent taste, as witness his great admiration for Gounod) and the countless stories about concert-agents and concert-givers, there are memories of every

and social career, his passionate patriotism is a recurring note. He went on the platform in both hemispheres conscious always of a third party to the collaboration of composer and performer: the unquenchable spirit of his country, burning still under the ashes of her great past. He talked of Poland to statesmen everywhere; he sent money home for patriotic funds. Here and there are passages which are very moving in the light of what has happened since.

Some time before the war he was lunching with Asquith, then Prime Minister: "The guests got up and Mr. Asquith led us into another room. When we reached the door, Lord Morley suddenly stopped Asquith and said, laughingly, 'Look here, Asquith, I have something very interesting to tell you. Mr. Paderewski has just told me he would gladly exchange his power over the public—well, for that of Stolypin.'

"'Why?' said Asquith shortly. 'Why?' He was sometimes very dry, very abrupt. He had evidently been talking with the Russian gentleman in question and was still in the mood of that conversation.

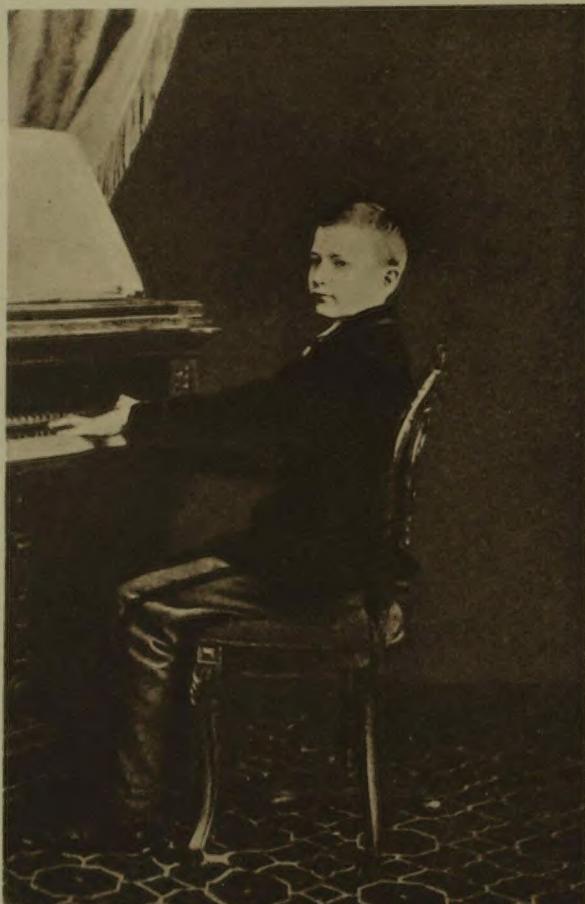
"'Why? Because he would like to have such a power as Stolypin's to help his own country, Poland.'

"And Asquith, very pompous as he sometimes could be, simply said: 'There is no hope for your country, sir, none!'

"For a tense moment those words of his hung on the air. Then I replied. 'Ah, Mr. Asquith, there are certain things under the sun which even a Prime Minister of England cannot foresee and foretell!'

That was true enough. And there will be truth behind another passage, dating from the very eve of the war of 1914. "During the luncheon, at which there were some forty people present, I had to acknowledge with thanks all those who came to give me the evidence of their affection. In a little address I said that, in spite of our happiness at being together, we must all realise that it was a moment of extreme gravity and that even while we sat there the fate of Europe was perhaps swaying in the balance, that the ominous mutterings of war were already vibrating through the land, and that if war came, my own country, Poland, would be the first to suffer, I felt sure. She would be torn with battle for a very long time and would become a sea of blood and tears, but she would emerge free at the end—please God."

Paderewski is seventy-nine now and once more



PADEREWSKI PLAYING THE PIANO AS A BOY.

The beginnings of his phenomenal musical career were not easy. The son of a small, poor Polish nobleman, he met with a good deal of discouragement at the start, one of his masters even saying that he would never play anything but the trombone. A concert with Modjeska at Cracow was the turning-point in his career.

civilised country as seen through a pair of highly civilised eyes and of hosts of celebrities not especially connected with music. The ordinary virtuoso meets mostly his own kind when not trotting from hotel to hotel, but Paderewski, an eminent man who also happened to be one of the world's great pianists, always moved with equal ease in every sort of circle. He was, to give an example, about the only man of his day who could have been friends, say, with Rimsky-Korsakoff, Saint-Saëns and the late Lord Haldane, of whom he writes with the greatest affection. The truth is, of course, that if he were with men to whom music was not the dominant interest, he could talk of literature, art, religion, or, above all, politics. Perhaps no Pole, in our day, could help being a politician; and Paderewski, even young, was a nursing statesman.

At the end of this volume we are promised another which shall contain an account of Paderewski's career as Prime Minister of a restored Poland. In that we shall doubtless get an account of the Versailles Treaty and of the prolonged discussions (for the thing was by no means so thoughtlessly arranged as some people, in these last years, have assumed) over Danzig and the Polish Corridor. Already in this book, which is almost entirely devoted to Paderewski's musical



Reproductions from "The Paderewski Memoirs"; by Courtesy of the Publishers, Messrs. Collins.

he must look at that "sea of blood and tears"—recurrent in Poland because of her disastrous geographical situation, pending a wiser and saner organisation of the world. But even this will not quench his patience and ardour, nor those of the people whose king, Sobieski, drove the Turks from the gates of Vienna when all Europe was menaced, and whose trumpeter at Cracow would sound each day a strangled call because five hundred years ago his predecessor, on that tower, was shot in the throat, as he blew, by a Mongol arrow.



PADEREWSKI AT THE TIME OF HIS MARRIAGE IN 1880. At twenty, in spite of his youth and the uncertainty of the future, Paderewski married Antonia Korsak, a young girl student at the Warsaw Conservatory, who died a year later, leaving him alone with their child, a son. "I wanted a home," he writes, "a personal life of my own—a place and someone that belonged to me."

with blood—and he told nobody. And in old age he did not disdain to appear in a popular film and play "The Moonlight Sonata"; why not? Of vulgar ambition or the love of cheap applause or hero-worship

HOW AN R.A.F. PILOT STALKED A U-BOAT AND BOMBED IT.

DRAWN BY OUR SPECIAL ARTIST G. H. DAVIS; FROM A DESCRIPTION BY THE PILOT.



"THERE WAS A COLOSSAL EXPLOSION AND HER WHOLE STERN LIFTED OUT OF THE WATER." THE SINKING OF A U-BOAT BY A YOUNG SOUTH AFRICAN PILOT OF THE ROYAL AIR FORCE WHO STALKED IT FROM BEHIND A CLOUD.

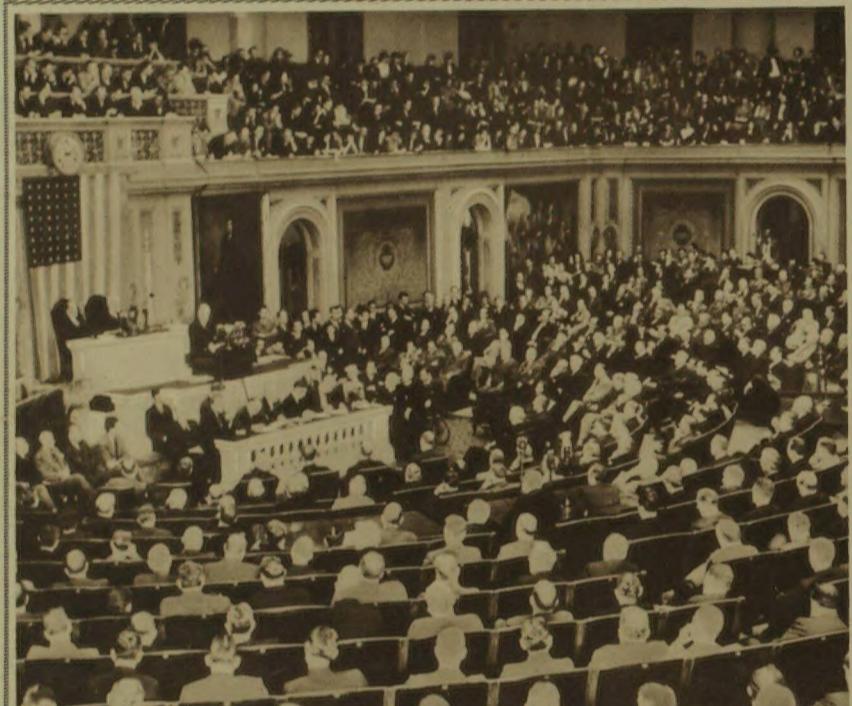
On September 18 the Ministry of Information announced many attacks by the R.A.F. on enemy submarines, "some of which," an official added, "will never appear again from the bottom of the sea bed." In particular the destruction of a U-boat by a young South African pilot was reported, who said that he approached it through a cloud from astern and then swooped down and dropped a first salvo of bombs. "The nearest bomb of my second salvo," he added, "landed 6 feet to the side of the conning-tower . . . there was a colossal explosion and her whole stern lifted out of the water. She dived into the sea." Another brilliant R.A.F. exploit was described when the United States steamer "American Farmer" arrived in New York on September 24, with 29 surviving members of the crew of the Newcastle freighter

"Kafiristan" (5193 tons), sunk in mid-ocean. An American passenger, Mr. Armistead Lee, of Chatham, Virginia, giving a dramatic account of the sinking of the enemy U-boat by an R.A.F. bomber "that appeared from nowhere, as if by magic." "There were nine men on the deck of the submarine," he said, "but no one appeared to see the bomber coming. It sprayed the deck with machine-gun fire and the crew rushed to the conning-tower hatch, the submarine submerging so fast that some of us thought that the hatch was not even fastened down. The plane circled and dropped a bomb. Then it circled again, dived within 15 feet of the water and dropped another bomb. We saw the submarine's bow lift. Then it slid backwards into the water. The bomber flew over us, and one of the fliers waved triumphantly. . . ."

WAR AND ITS EFFECTS IN TWO CONTINENTS: POLAND PARTITIONED.



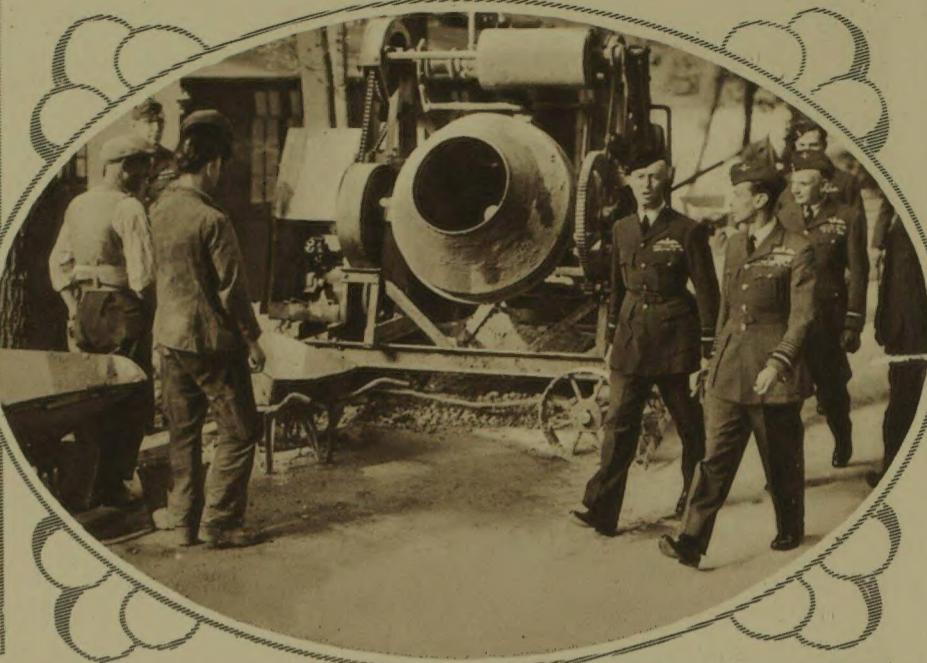
GERMAN WARSHIPS IN THE POLISH NAVAL BASE OF GDYNIA. GDYNIA WAS REPORTED BY GERMAN G.H.Q. TO HAVE FALLEN ON SEPTEMBER 19, SEVERAL THOUSAND PRISONERS BEING TAKEN. (S. and G.)



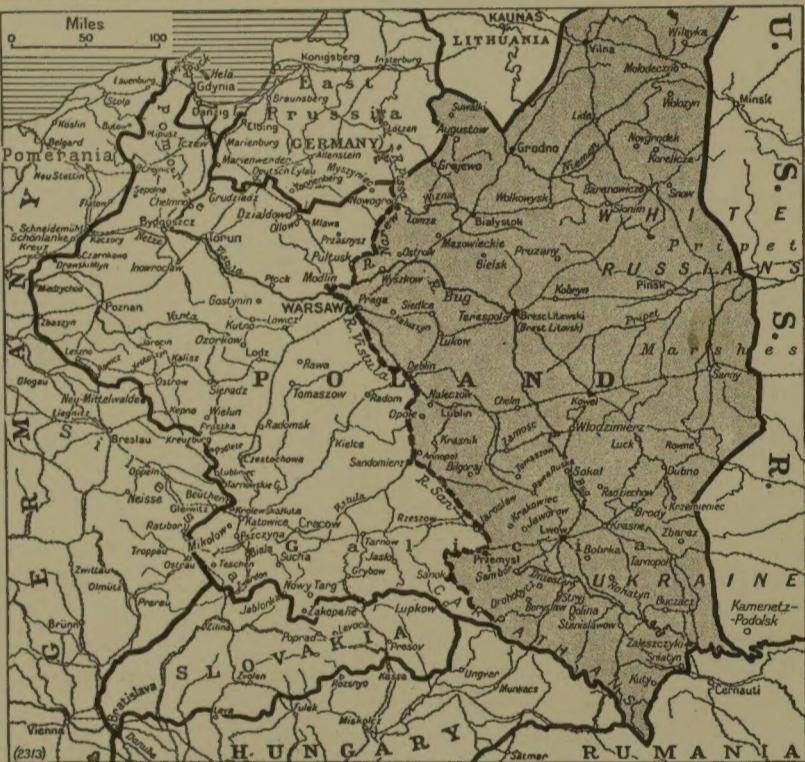
THE POSSIBILITY OF CHANGE IN THE UNITED STATES NEUTRALITY ACT—PRESIDENT ROOSEVELT ADDRESSING THE SPECIAL SESSION OF CONGRESS SUMMONED TO HEAR HIS SCHEME FOR THE REPEAL OF THE ARMS EMBARGO. (A.P.)



A GERMAN FIGHTER PLANE, ONE OF A FORMATION, FLYING OVER POLISH TERRITORY—AND SYMBOLISING ONE, AT LEAST, OF THE FACTORS IN GERMANY'S RAPID ADVANCE ON THE EASTERN FRONT. (Wide World.)



THE KING'S SURPRISE VISIT TO THE ROYAL AIR FORCE COASTAL COMMAND HEADQUARTERS, "SOMEWHERE IN ENGLAND": HIS MAJESTY PASSING WORKMEN ON A.R.P. DUTY. (P.N.A.)



THE PRICE OF RUSSIAN CO-OPERATION ON THE EASTERN FRONT: A MAP SHOWING THE LINES OF DEMARKEATION BETWEEN THE SOVIET AND GERMAN ARMIES, THE SOVIET HAVING EXACTED THE GALICIAN OIL WELLS. ("The Times.")



HERR HITLER VIEWING FROM HIS SPECIAL PLANE POLISH TERRITORY CONQUERED BY GERMANY—BUT, AS SEEN IN THE MAP ABOVE ON RIGHT, SUBSEQUENTLY HANDED OVER TO RUSSIA. (A.P.)

On September 25 the King paid a surprise visit to the R.A.F. coastal command, "somewhere near London." His Majesty showed particular interest in reports of encounters between U-boats and R.A.F. patrols. In America President Roosevelt, in his address to the special session of Congress on September 21, put in a strong claim for the repeal of the Arms embargo. It is as yet too early to judge of the repercussions of his logical speech—among other points raised was that of

consistency: if an embargo existed on arms, why not on "copper and meat and a thousand other articles?"—but almost all Americans will agree with his observation: "Responsibility for acts of aggression is not concealed." Not the least interesting of the illustrations on this page is the map illustrating the partition of Poland. It cannot necessarily be assumed, however, that the new line represents a permanent Russo-German frontier.

WAR NEWS FROM SEA AND LAND: THE "SQUALUS" SUCCESSFULLY SALVED.



AN R.A.F. FLYING-BOAT ASSISTING IN THE RESCUE OF THE CREW OF A TORPEDOED TRAMP STEAMER—PHOTOGRAPHED FROM A SECOND FLYING-BOAT.

On September 18 two flying-boats of the Royal Air Force were successful in rescuing the entire crew of thirty-four—twenty in one machine and fourteen in the other—from the torpedoed steamer "Kensington Court," bound from Argentina to Birkenhead with a full cargo of wheat. This was the first occasion in which the Royal Air Force had rescued shipwrecked sailors and flown them to safety. The men were ferried safely to the flying-boats in rubber dinghies. (R.A.F. Photograph.)



A NAZI BOMBER FORCED DOWN IN THE SEA OFF THE DUTCH ISLAND OF AMELAND: THE GERMAN MACHINE WITH A DUTCH MILITARY AIRCRAFT FLYING BY.

The Netherlands Government is taking stringent precautions to ensure that Holland's neutrality shall be scrupulously respected by the belligerent Powers, although these steps have not succeeded so far as Germany is concerned. Her submarines have torpedoed Dutch steamers and her military aeroplanes occasionally encroached on Dutch territory. The above illustration is of a German bombing-craft which Dutch machines forced down off Ameland Island, where its crew was interned. (S. and G.)



BRITISH AIRMEN LOST IN THE KIEL RAID GIVEN AN OFFICIAL FUNERAL AT WILHELMSHAVEN: A GERMAN NAVAL CHAPLAIN READING THE BURIAL SERVICE. In a statement issued shortly after the daring R.A.F. raid on Wilhelmshaven the Ministry of Information stated that the total casualties were considerably fewer than the number later claimed in German communiques. In the above photograph the burial at Wilhelmshaven of three of the victims is shown, with a German naval chaplain reading the burial service on a wooden rostrum; while the coffins are covered with the white ensign. (Wide World.)



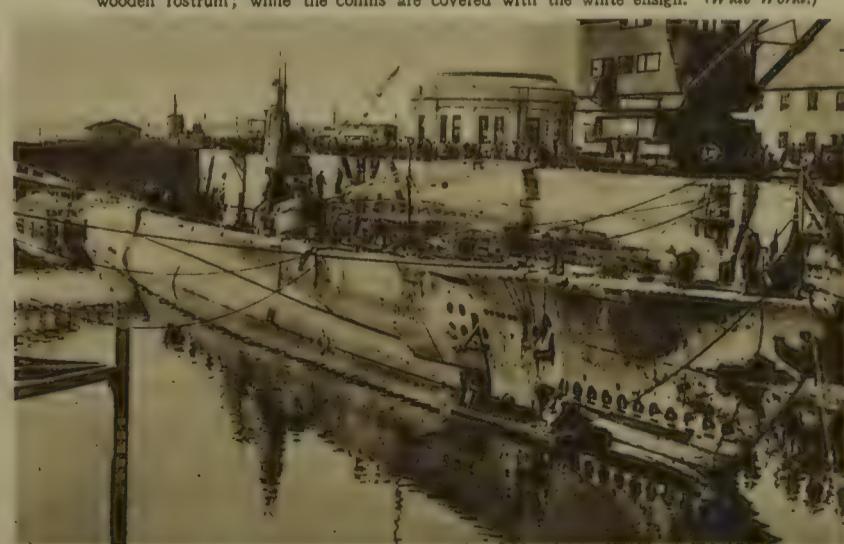
H.M.S. "KITTIWAKE" DAMAGED BY STRIKING A MINE IN THE ENGLISH CHANNEL: A RECENT PHOTOGRAPH OF THE PATROL VESSEL, WHICH RETURNED TO HARBOUR FOR REPAIRS.

A leading stoker was killed, four men were reported missing, believed killed, and three of the complement were injured when H.M.S. "Kittiwake," a patrol vessel of the "Kingfisher" class, struck a mine in the English Channel on September 20. The ship, which returned to harbour for repairs, was built in 1936 and commissioned at Chatham in April 1937. This is believed to be the first British naval casualty from mines, which took a considerable toll in the last war. (Wide World.)



A TRIUMPH OF AMERICAN NAVAL SALVAGE—SUCCESS FOLLOWING A PREVIOUS FAILURE: THE U.S. SUBMARINE "SQUALUS" BREAKING SURFACE AFTER BEING RAISED FROM THE OCEAN BED BY GIANT PONTOONS.

The United States submarine, "Squalus," it will be remembered, failed to reappear after a dive off the New Hampshire coast on May 23. Of the crew of 59 officers and men, 33 were rescued through a diving bell. The first attempt at lifting the submarine was made on July 13, and in a second salvage attempt on September 13, the vessel was finally raised from the bed of the



THE ILL-FATED AMERICAN SUBMARINE IN WHICH 26 MEN LOST THEIR LIVES WHEN SHE FOUNDRED ON MAY 23, PHOTOGRAPHED IN DRY DOCK AT PORTSMOUTH, NEW HAVEN, CONNECTICUT, AFTER HER SUCCESSFUL SALVAGE.

ocean and towed in stages to the Portsmouth Navy Yard at New Haven, Connecticut, where she is seen in the right-hand illustration above in dry dock for overhauling and necessary repairs. A considerable group of interested onlookers may be observed standing on the quayside, while U.S. naval men are already at work on the deck and conning-tower of the salvaged vessel. (Keystone.)

GERMAN TANKS AND GUNS IN WARSAW; THE SMOKE OF MANY BOMBINGS.



SCENES IN THE OUTSKIRTS AND SUBURBS OF WARSAW: (LEFT) GERMAN INFANTRY ENTRENCHED AT A STREET CORNER, THE MOTIONLESS STREET-CARS JAMMED TOGETHER; AND (RIGHT) GERMAN INFANTRY ADVANCING BEHIND A TANK. (Wide World and A.P.)



DENSE CLOUDS OF SMOKE AFTER AN AIR RAID. MANY INCENDIARY BOMBS HAVE BEEN DROPPED ON WARSAW, WITH A VIEW TO AIDING THE GERMAN INFANTRY'S ADVANCE, FOUGHT STEP BY STEP BY THE POLES. (Planet.)



A GERMAN LIGHT FIELD GUN "COVERING" A STREET IN A WARSAW SUBURB. NOTE, ON RIGHT, THE MOTOR-CYCLE AND SIDE-CAR, A MEANS OF CONVEYANCE MUCH EMPLOYED IN THE GERMAN ADVANCE IN POLAND. (Central Press.)



PRIMITIVE HORSE-DRAWN "FIRE-ENGINES" USED TO PUT OUT THE FLAMES AFTER THE BOMBING OF KRZEMIENIC, ON THE FRONTIER, WHENCE THE POLISH GOVERNMENT ENTERED RUMANIA. (Planet.)

On page 514 appear photographs of Warsaw as it appeared before ruthless air and land bombardment had ensued, as the Warsaw communiqué of September 25 stated, that "no building remained intact, or without a victim. . . . In 24 hours there have been several thousand civilian victims." The Polish

capital, however (at the moment of writing) continues its heroic resistance. The attack on Warsaw is, moreover, proving costly to the Germans; and the "spoils," as appears from the map also on page 514 illustrating the zones of Russian and German domination, rather meagre.

THE EASTERN FRONT: GERMAN INFANTRY; AND TRENCHES IN WARSAW.



NEARING WARSAW: GERMAN INFANTRY, MOTORISED AND MECHANISED, ADVANCING THROUGH THE DESERTED STREETS OF A SMALL TOWN SOUTH-WEST OF WARSAW. (Keystone.)



GERMAN ENTRENCHMENTS ON THE OUTSKIRTS OF WARSAW—THE TRAMCARS VIVIDLY SUGGESTING THE NEARNESS OF THE CAPITAL'S CENTRE TO THE FRONT LINE. (Wide World.)

Warsaw, in its epic defence against the German attack, became almost at once a city in the front line, with the enemy, as appears in the bottom photograph, within a tram-ride of the centre of the city. As early as September 14, the Germans had claimed to have cut off the capital, and to be approaching Praga,

the north-eastern suburb. On the 16th the city was given twelve hours to surrender, after which it would be treated as war territory; a week later, however, Commandant Lipinski was still broadcasting the description of the attack, and the Lord Mayor, M. Skarzynski, was declaring the city's determination to fight on.

BEFORE HER CALVARY: THE FAIR AND SPACIOUS CITY OF WARSAW.



ONLY A SHORT MONTH AGO THE SCENE OF ARRIVING TRAVELLERS AND THE HUB OF THE BUSY POLISH CAPITAL: THE RAILWAY STATION BEFORE WARSAW BECAME THE GERMAN AND POLISH FRONT LINE. (Keystone.)



A SPACIOUS VISTA OF A MODERN CITY SQUARE—WARSAW'S THEATRE PLACE, DOMINATED BY THE OPERA HOUSE; THE TOWN HALL, SITUATED IN THIS SQUARE, IS REPORTED DEMOLISHED BY BOMBARDMENT. (S. and G.)



ONE OF EUROPE'S HIGHEST BUILDINGS AND THE OFFICE OF THE PRUDENTIAL INSURANCE COMPANY OF LONDON—WARSAW'S SIXTEEN-STORY "PRUDENTIAL" SKYSCRAPER IN NAPOLEON SQUARE. S. and G.



THE PLAN OF POLAND'S CAPITAL—AT THE TIME OF GOING TO PRESS STILL RESISTING AGAINST TERRIFIC ODDS; SHOWING WARSAW PROPER ON THE SOUTH BANK, AND PRAGA ON THE NORTH. ("The Times.")



REPORTED TO HAVE SUFFERED DAMAGE FROM AERIAL BOMBARDMENT—SAINT JOHN'S CATHEDRAL, ALSO ON THE SOUTH SIDE OF THE RIVER. (E.N.A.)



THE FORMER SEAT OF THE POLISH GOVERNMENT AT WARSAW, WHO ARE NOW HOPING TO "GOVERN" FROM A FOREIGN LAND: PARLIAMENT HOUSE, REPORTED DEMOLISHED, OR PARTLY SO, BY BOMBS AND SHELLS. (Fox.)

As we go to press Warsaw still stands firm against odds which, though overwhelming, have not as yet succeeded in breaking the city's heroic spirit. The capital is now stated by the German G.H.Q. to be isolated. German forces having crossed the Vistula between Modlin and Warsaw—the road to Modlin being shown

on the inset map. On September 23 began the most intensive part of Warsaw's calvary. Batteries numbering, it is estimated, 100 guns opened a ceaseless fire on both sides of the Vistula, most severely on the southern bank, where Warsaw proper is situated.

THE SURVIVAL OF POLAND'S NAVY.



ONE OF THE SURPRISINGLY LARGE NUMBER OF POLISH WARSHIPS WHICH HAVE SUCCEEDED IN ESCAPING FROM GERMAN CLUTCHES: THE BIG SUBMARINE "ORZEL" (1110 TONS), FOR WHICH A LARGE SOVIET SQUADRON ALSO HUNTED AFTER IT ESCAPED FROM THE ESTONIAN PORT OF TALLINN.



A TYPE OF POLISH DESTROYER NOW REPRESENTED IN BRITISH WATERS: THE "BURZA," ONE OF A PAIR OF FRENCH-BUILT BOATS, DISPLACING 1540 TONS AND ARMED WITH FOUR 5'1-IN. GUNS AND SIX TORPEDO-TUBES.



A TYPE OF POLISH DESTROYER REPRESENTED AMONG THOSE WHICH SUCCESSFULLY GOT OUT OF THE BALTIC, AND ARE NOW SERVING WITH OUR OWN LIGHT FORCES: THE 2000-TON "BLYSKAWICA," ONE OF TWO VERY FINE BOATS BUILT AT COWES.

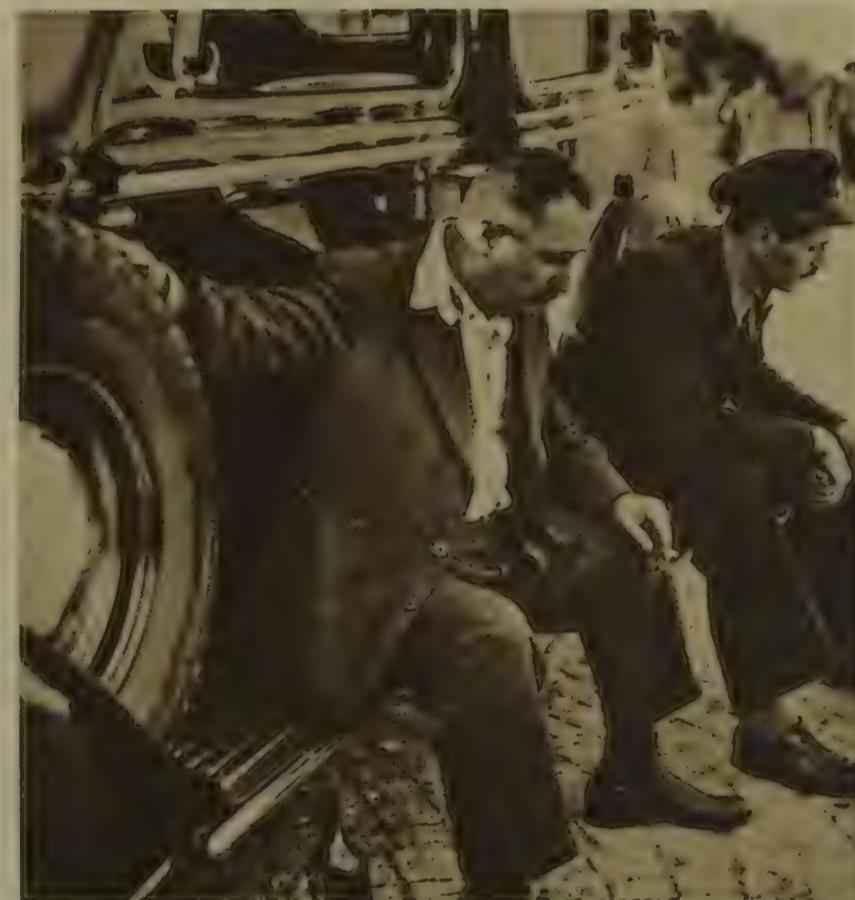
Those who assumed that in a war with Germany the small Polish Navy, based as it was upon only one port, and that very disadvantageously situated, would automatically be destroyed or captured wholesale by the immensely superior German forces, have been most signally proved wrong. At least four submarines have escaped from Gdynia, two of them being interned in Sweden (one of these boats was the "Rys"); while another, the "Orzel," made an even more adventurous "get-away." She put in at the Estonian port of Tallinn, and was partly dismantled; but when her crew heard of the Soviet invasion of Poland they overpowered the Estonian guard and put to sea. The last news of them was that they were being hunted by a perfect armada of Soviet warships. Even more interesting from the naval point of view is the case of the three Polish destroyers, which, as Mr. Chamberlain announced in his speech in the House of Commons on September 21, have joined the British Navy. These destroyers, said Mr. Chamberlain, "have proved very efficient, and are taking part in the strenuous life of our light forces." There were only four destroyers in the Polish Navy, so that one at least of those now serving with the Royal Navy must belong to the class of two built at Cowes in 1937.

THE ASSASSINATION OF M. ARMAND CALINESCU.

On September 21 M. Armand Calinescu, the Rumanian Premier, was assassinated by members of the Iron Guard. M. Calinescu was returning home by car. At the Dembovita Bridge, Bucharest, a car intentionally collided with M. Calinescu's; another car drove up, and a group of young men leapt out and opened fire. A peasant cart (seen below) had been drawn across the road as a partial and additional barricade. M. Calinescu was hit by seventeen bullets, which entered his chest in a straight line. His bodyguard was killed; the chauffeur injured. The assassins then drove to the Bucharest Radio, and shot and wounded the doorkeeper. Inside the building one of them seized the microphone and broadcast the murder; only his first words were heard, an engineer switching off the apparatus. Twenty minutes later the police entered and overpowered the assassins. Next day, after a reconstruction of the crime, they were shot in full view of the public. M. Calinescu—Rumania's "Man of Steel"—had ruthlessly suppressed the Iron Guard, which was pro-Fascist and violently anti-Semitic. A portrait of his successor, General Argeseanu, appears on page 522. In 1933 M. Duca, then Rumanian Premier, was also assassinated by the Iron Guard. (Photographs by A.P.)



THE SCENE OF THE ASSASSINATION OF M. CALINESCU, RUMANIAN PREMIER, BY THE IRON GUARD. BEHIND THE PEASANT CART—USED AS A BARRICADE—IS M. CALINESCU'S CAR; IN FOREGROUND, HIS BODYGUARD'S SHROUDED CORPSE.



A FEW MINUTES AFTER THE CRIME: M. CALINESCU'S CHAUFFEUR (RIGHT) SITTING ON THE RUNNING-BOARD OF THE CAR—BOTH HE AND HIS COMPANION DAZED BY THE SHOCK OF THE OUTRAGE, IN WHICH HE WAS WOUNDED.



A CLOSE VIEW OF M. CALINESCU'S CAR, SHOWING THE BULLET-HOLES AND THE PEASANT CART WHICH FORMED A PARTIAL BARRICADE. M. CALINESCU WAS HIT BY SEVENTEEN BULLETS.

THE LAST MOMENTS OF THE "COURAGEOUS": THE CREW ABANDONING SHIP IN THE FAILING EVENING LIGHT.

DRAWN BY OUR SPECIAL ARTIST G. H. DAVIS, FROM THE ACCOUNTS OF SURVIVORS.



THE 22,500-TON AIRCRAFT-CARRIER "COURAGEOUS" LISTING TO PORT AND SETTLING DOWN BY THE BOWS, AFTER SHE HAD BEEN TORPEDOED; WHILE THE CREW OBEY THE ORDER TO ABANDON SHIP, LOWERING THE BOATS, AND THROWING RAFTS AND WOODEN OBJECTS INTO THE WATER.

The definitive account of the torpedoing of the "Courageous" was given by Mr. Churchill in the House of Commons on September 20. He stated that the ship had on board 1202 officers and men at the time—that is, somewhat less than her full complement, as she had embarked a reduced number of aircraft. The lists of survivors published by the Admiralty included nearly 700 names. Warm tributes have been paid to the heroism of Captain Makeig-Jones, who was

in command of the "Courageous." Survivors saw that very gallant officer standing on the bridge as the ship sank, saluting the ensign. The submarine which fired the torpedo was set upon by the screening vessels, and Mr. Churchill said there was every reason to suppose that she had been sent to the bottom. The above drawing, based upon the descriptions of survivors, gives a vivid impression of the last moments, when the 22,500-ton vessel had come to a stop and was

steadily heeling over and slipping beneath the surface, bows foremost. On her great flight deck a solitary aeroplane (she had just finished taking them in when she was hit) remains caught in the aerial wires. Details are few. It is probable that the failing light played a large part in giving the submarine commander his opening. It has been suggested that, though a great distance away, with his periscope invisible to surface ships in the twilight, he was

encouraged to take a chance by being lucky enough to catch sight of the aircraft-carrier silhouetted against the western sky. He risked a long shot from a group of torpedoes one of which found its mark. As shown in the sectional drawing in our last issue, the "Courageous" was fitted with anti-torpedo bulges: but she was, of course, an old ship, and by no means so well protected as large warships built in this country of recent years.

G. H. DAVIS
1939

AFTER THE "COURAGEOUS" SANK: LUCKY SURVIVORS—ANXIOUS RELATIVES.



WAITING PATIENTLY FOR TIDINGS OF BREADWINNERS AND LOVED ONES: A SECTION OF THE CROWD COMPOSED OF RELATIVES AND FRIENDS OF MEN ON THE "COURAGEOUS" WHICH GATHERED SILENTLY AT A NAVAL PORT AFTER THE NEWS OF THE SINKING. (S. and G.)



WITH TENSE EXPRESSIONS REVEALING THE DEPTH OF THEIR ANXIETY: RELATIVES OF MEN SERVING ON THE TORPEDOED AIRCRAFT-CARRIER, CLOSELY SCANNING THE LISTS OF SURVIVORS DISPLAYED OUTSIDE AN ADMIRALTY BUILDING. (A.P.)



SEARCHING THE DAILY PAPERS FOR NAMES OF FELLOW-SURVIVORS: THREE RESCUED STOKERS PHOTOGRAPHED IN A REFRESHMENT-ROOM AFTER THEIR ARRIVAL BACK IN LONDON. (A.P.)



THE YOUNGEST RATING, WHO WAS ON HIS FIRST SEA-VOYAGE: BUGLER DICK EMERSON, AGED 15, WHO GAVE A GRAPHIC STORY OF THE TORPEDOING; WITH HIS MOTHER AND SISTER AFTER HIS RESCUE. (Wide World.)



PROVIDED WITH NEW KIT FROM THE H.M.S. "DRAKE" DEPOT: A GROUP OF SURVIVORS AT A NAVAL PORT, THOSE IN THE FOREGROUND SEARCHING LOCAL JOURNALS FOR THE NAMES OF OTHERS RESCUED. (Graphic.)

On September 20 Mr. Winston Churchill, First Lord of the Admiralty, announced in Parliament that 687 survivors in all, out of a reduced complement of 1202 officers and men, were rescued by destroyers and merchant ships after the torpedoing of the aircraft-carrier H.M.S. "Courageous." The pictures reproduced above convey a vivid

impression of the anguish of relatives of those on board after the sinking, as they anxiously scanned the lists of survivors, and of scenes when survivors were re-equipped, or welcomed home by their families. The last moments of the "Courageous" form the subject of a double-page drawing on pages 520 and 521 of this issue.

MEN WHOM EUROPE IS WATCHING; AND OTHER NOTABLE PERSONALITIES.



THE DUKE OF WINDSOR.

On September 21 the Duke of Windsor, here seen after a visit to the War Office, arrived in France to take up his new Staff appointment, with the rank of Major-General. The return to England of the Duke and Duchess was made on September 12. The Duke had lived abroad for nearly three years, leaving for France the day after his Abdication.

THE ORIGINATOR OF PSYCHO-ANALYSIS
—THE LATE PROFESSOR FREUD.

Died on September 23, in London; aged eighty-three. From 1902 till recently, Professor of Neurology in Vienna. On the Nazi violation of Austria, last year, Professor Freud, a Jew, was compelled to fly to England, where he made his home.



THE NEW SOUTH AFRICAN CABINET; AND THE GOVERNOR-GENERAL (THIRD FROM LEFT, FRONT ROW).

The members of the new South African Government who are seen here are (l. to r., seated) Mr. J. H. Hofmeyr (Finance and Education), General J. C. Smuts (Prime Minister), the Governor-General, Sir Patrick Duncan, Colonel Denys Reitz (Native Affairs), Mr. R. Stuttaford (Commerce and Industries), Colonel W. R. Collins (Agriculture and Forestry); and (standing) Dr. Colin Steyn (Justice), Mr. H. G. Lawrence (Public Health), Senator Conroy (Lands), Major van der Byl (Minister without Portfolio), Mr. F. C. Sturrock (Railways and Harbours), Senator Clarkson (Posts and Telegraphs), Colonel Stallard (Mines), Mr. W. B. Madeley (Labour).

CAPTAIN W. T. MAKEIG-JONES.
In accordance with British naval traditions, Captain Makeig-Jones went down with his ship when "Courageous" was torpedoed on September 17. Captain Makeig-Jones had had a distinguished naval career. Was appointed in July Commodore of Portsmouth Barracks, being given the command of "Courageous" on mobilisation.



THE RADIO COMMENTATOR ON WARSAW'S DEFENCE: COLONEL LIPINSKI.

Leading Polish military historian and nightly broadcaster from beleaguered Warsaw. Is well known for his studies of the part played by the Pilsudski Legions in the last war, of the Polish-Soviet War of 1920; and of the Pilsudski coup d'état in 1926.



M. SARADJOGLU, TURKISH MINISTER FOR FOREIGN AFFAIRS.

M. Saradjoglu, whose visit to Russia, it was confidently hoped in Turkey, would promote Balkan peace, arrived in Moscow on September 25. He was met at the station by M. Potemkin, Vice-Commissar of Foreign Affairs.

REPORTED KILLED ON THE POLISH FRONT:
COLONEL-GENERAL BARON VON FRITSCH.

Speculation has followed the death of General Fritsch, officially reported killed near Warsaw on September 22; he was aged fifty-nine. In 1938 he was arrested by the Gestapo, but was acquitted a few months later. With Blomberg, Fritsch founded the secret German Army after the last war.



THE CHAIRMAN OF A GREAT U.S. STEEL TRUST DIES: MR. CHARLES M. SCHWAB.

Died in New York on September 18; aged seventy-seven. Mr. Schwab, chairman of the Bethlehem Steel Corporation, had during the last war directed the production of munitions (including submarines) for the Allies. Self-made, his position was second only to Andrew Carnegie's, his master and friend.



GENERAL ARGESEANU; THE NEW PREMIER OF RUMANIA.

Following the assassination of M. Calinescu, General Argeseanu was appointed Premier of Rumania by Royal Decree. He is a cavalry officer from a distinguished regiment, and is generally regarded as a non-political figure.



DR. BENES, FORMER PRESIDENT OF CZECHOSLOVAKIA; WITH ORGANISERS OF A CZECH LEGION TO SERVE WITH THE ALLIES.

In the photograph reproduced above Dr. Benes, the former President of Czechoslovakia, is seen at his headquarters near London with some of the officers who are supporting him in his leadership of a movement to form a Czech Legion to serve with the Allied forces. Left to right are seen Colonel Moravec, General Inger (in charge of the organisation of the Czech Army in France and Great Britain), Dr. Benes, and General Viest.



DRAMATIC PERSONAGE IN A THRILLING SEA RESCUE BY FLYING-BOAT: CAPTAIN SCHOFIELD, WITH THE PILOTS WHO SAVED HIM AND HIS CREW.

The rescue by R.A.F. flying-boats of Captain Schofield and his crew from their 4863-ton steamer, "Kensington Court," torpedoed by U-boat on September 18, is the most thrilling sea-story of the war. The sea was choppy, yet the rescue offered no difficulties—"Because," said Captain Schofield, "they were efficient." The crew of the torpedoed vessel were rowing in the boat and were taken aboard the aircraft by means of a small collapsible boat.

WAR'S TRANSFORMATION SCENE IN ENGLAND:

A.R.P. FOR THE BLACK PRINCE.



COMMEMORATED IN FICTION AND REMINISCENCES BY MANY FORMER INMATES: DONNINGTON HALL, LEICESTERSHIRE, AGAIN A PRISONERS' CAMP FOR GERMAN OFFICERS. (Topical.)



CLAIMED TO BE THE FIRST COAL GAS-DRIVEN CAR IN ENGLAND SINCE WAR WAS DECLARED. THE OWNER IS HAVING A CRATE MADE TO FIT ON THE ROOF TO STABILISE THE GAS-CARRIER. (Topical.)



LONDON GUARDS ITS ART TREASURES: THE BAROQUE STATUE OF JAMES II., IN ROMAN TOGA, REMOVED FROM ST. JAMES'S PARK TO A PLACE OF SAFETY. (Topical.)



A.R.P. FOR CATHEDRALS: THE HISTORIC NAVE OF CANTERBURY CATHEDRAL ENCUMBERED BY MANY TONS OF EARTH FOR USE IN SANDBAG PROTECTION OF PRECIOUS SCULPTURES AND FABRICS. (Topical.)



THE TOMB OF THE BLACK PRINCE IN CANTERBURY CATHEDRAL AS IT APPEARS TO-DAY, WITH THE PRINCE'S GAUNTLET, SPURS AND BREAST-PLATE SAFELY STORED AWAY. (Topical.)



THE LORD MAYOR'S APPEAL FOR THE RED CROSS AND ST. JOHN AMBULANCE FUNDS: SIR FRANK BOWATER AT THE CENTRE TABLE, WITH LORD NUFFIELD AND THE ARCHBISHOP OF CANTERBURY ON HIS RIGHT. (G.P.U.)

As the scenes illustrated on this page imply, there is hardly a branch or aspect of life in Great Britain to-day that is unaffected by the new conflict thrust upon Europe by Germany. The whole tenor of the nation's way has been fundamentally changed and directed into new channels; famous Public Schools are rooted up and evacuated into rural areas, the nave of Canterbury Cathedral—above ground trodden by the first missionary to pagan England, St. Augustine—is heaped with earth for use in the protection of such inestimable historic and



WESTMINSTER SCHOOL EVACUATED TO SUSSEX: BOYS ASSEMBLED AT HURSTPIERPOINT COLLEGE TO HEAR AN ADDRESS BY THE HEADMASTER. A LARGER NUMBER STILL ARE AT LANCING COLLEGE. (Sport and General.)

artistic treasures as the tomb of the Black Prince. The familiar statues of our kings and famous men are transplanted from their ancient haunts to underground cellars, where, it is to be hoped, high explosive will not reach them in the event of air raids on London. The only aspect which does not change, an aspect of life in England as immemorial as her hills, is the country round, and "the lowing herd" winding slowly o'er the lea—unless the "lowing herd" has, too, to be painted with white stripes as a black-out precaution.

EMPTY LONDON STREETS IN THE FIRST DAYS OF PETROL RATIONING.



WITH ONE MOTOR-BUS BEYOND THE CENOTAPH AND A SINGLE CAR IN THE DISTANCE CROSSING PARLIAMENT SQUARE: LOWER WHITEHALL PHOTOGRAPHED IN THE MORNING OF SUNDAY, SEPTEMBER 24, WHEN PETROL RATIONING CAME INTO FULL FORCE—EMPTY AND DESERTED BUT FOR A FEW SOLITARY PEDESTRIANS; SHOWING SANDBAGS ON THE RIGHT AT THE ENTRANCE TO DOWNING STREET. (Sport and General.)



PICCADILLY CIRCUS IN 1939!—STRIKINGLY EVOCATIVE OF THE LONDON OF THIRTY YEARS AGO, WITH ITS SOLITARY HORSE VEHICLES: A VIEW OF THE "PIVOTAL POINT" OF THE EMPIRE TAKEN AT 10.45 A.M. ON SEPTEMBER 23; SHOWING SHAFTESBURY AVENUE FOR ONCE UNCONGESTED BY MOTOR TRAFFIC. (Associated Press.)

Describing the extraordinary quietness of London on September 23-24, an observer, as quoted by "The Times," remarked: "Lack of traffic in Piccadilly made it seem almost like a street in a quiet country town"—an observation which is amply borne out by the illustration reproduced immediately above, in which the Belisha beacons and elaborate traffic markings are decidedly

supererogatory. The top view of Whitehall recalls the description in Wordsworth's celebrated sonnet: "All that mighty heart is lying still." Even so, it is more than likely that such quiet scenes in the world's busiest capital are only the beginning. At first, motorists probably had in reserve many million gallons of petrol on which to draw before starting to use their ration-books.

THE BATTERING POWER OF THE FRENCH SUPER-HEAVY TANK—

TREES SNAPPED LIKE MATCH STICKS, BRICK WALLS CRUMBLED.



CINÉ-PICTURES OF THE FRENCH SUPER-HEAVY TANK (OF WHICH A DRAWING APPEARS ON

On the front page of this issue appears an artist's impression of one of the giant French tanks going into action, and dwarfing the infantry beside it. On these pages the astonishing battering power of these 70-90-ton monsters is illustrated by ciné-pictures from a Gaumont-British news-reel. In the sequence

on the extreme left a clump of trees snap asunder like match sticks; the other three columns show various aspects, in close and long shot, of the remorseless demolition of a wall; the tank steadily advancing, crumbling the brickwork, and emerging undamaged—one might almost say, unscratched. This battering

OUR FRONT PAGE) SHOWING THIS LAND-BATTLESHIP'S POWER OF OVERCOMING OBSTACLES.

power is now, according to Press reports, engaged in beating down German defences on the Western front; at the same time, the offensive power of the tank's armament must not be forgotten, as many as eleven machine-guns being sometimes mounted, together with light field-guns. The French

super-heavy tank, indeed, seems the embodiment of what Leonardo da Vinci had in mind when he wrote, "I am building secure and covered chariots which are invulnerable, and when they advance with their guns into the midst of the foe, even the largest enemy masses must retreat." (Photographs by Gaumont-British.)

Captain Cyril Falls, the writer of the articles on the war in last week's issue and in this, served in the war of 1914-1918 in the Royal Inniskilling Fusiliers, on the General Staff, and as Liaison Officer with the French. He received the Croix-de-Guerre with citations in the Orders of the French 37th and 42nd Divisions, and was twice mentioned in Lord Haig's Despatches. Since 1923 he has worked on the British official history, and has compiled the records of Lord Allenby's Campaign in Palestine, and of the Macedonian Campaign. Among books published in a private capacity is his life of Marshal Foch in Blackie's O.M. Series, which appeared in June last. An Ulsterman, he is also the author of "The History of the 36th (Ulster) Division," and of "The Birth of Ulster," a study of the Anglo-Scottish colonisation of the seventeenth century, generally known as the "Plantation."

BEFORE turning the tragic page whereon the Polish Campaign is recorded, it may be well to glance at some of the lessons it contains. The rôle of the German aircraft must once more be emphasised. The preliminary surprise bombing of the Polish aerodromes is reported to have been devastating in its effects. Allied with the other activities of the attacking air forces, which were fairly fully described in my previous article, this went far towards making a German victory in the initial stages certain, because it led to paralysis of organised Polish resistance. The chains of command, of supply and of communication were snapped, so that the defence became sporadic and a makeshift, though it did not cease to be gallant. Man for man, indeed, the Polish infantryman was probably the better fighter. Yet, though the quality of the individual soldier is still, and will ever be, a factor of the highest importance, in this case the weight of destructive mechanism on the other side was too heavy.

The air weapon is without doubt the most terrible adjunct of modern warfare. In every campaign wherein it is employed unsparingly, it will certainly cause widespread destruction. Yet there need be no fear that such conditions will recur when the defence is on more equal terms with the attack, and when it is fully prepared. Were such tactics to be repeated against, say, Belgium, the effects would be very serious, but the toll taken by French, British and Belgian aircraft would be enormous. In addition, dozens of hostile aerodromes would be destroyed, and every attack upon railways, bridges, and arsenals would be answered by reprisals. Let us acknowledge the dreadful power of the air arm, and above all be ready to meet its attack, but let us not run away with the notion that it can decide the contest when it encounters equal or approximately equal strength.

The co-operation between armoured fighting vehicles and aircraft was another feature of the German victory. And it is very interesting to learn—so far as we can trust the vague reports of the later stages of this campaign—that on one or two occasions when tanks attacked without their attendant swarm of aircraft, they were repulsed and even destroyed or captured. The tank remains a comparatively easy target unless the defence is harassed and partially blinded.

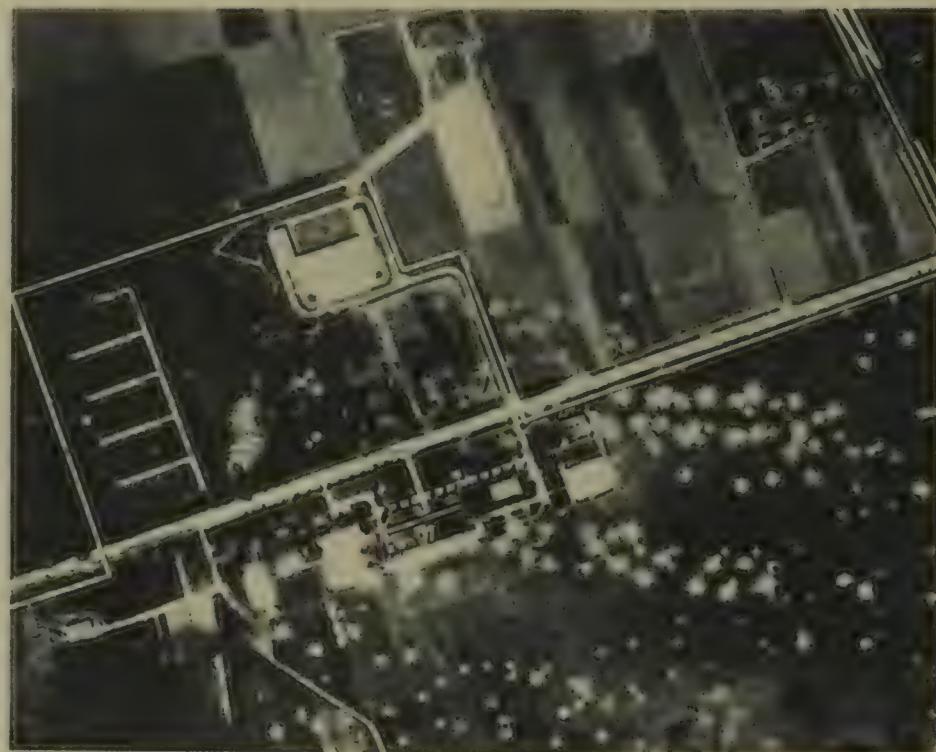
Another lesson of almost equal importance concerns the rôle of the sapper. In one of his frank and vivid messages, the Polish Correspondent of *The Times* suggests that the Polish engineers represented the weak side of the Army. Experience has shown how difficult it is to time and co-ordinate the work of demolition of roads and bridges in a retreat. At the close of the Battle of Leipzig in October 1813, for example, a corporal of engineers, scared by the appearance of a force of Cossacks, blew up the bridge over the Elster too early. The result was that thousands of Napoleon's troops, with hundreds of guns, were trapped and compelled to surrender. More often the demolitions have been carried out too late. Of this there were numerous instances during the German offensives of 1918, notably in the case of the Aisne bridges during the Battle of the Chemin des Dames in May. Yet, even allowing for the delicacy of accurate timing under the stress of battle—and it is under the stress not of battle merely, but also of defeat, that such decisions are called for—it does appear that more might have been effected to delay the advance in this campaign. In some cases not even adequate preparations seem to have been made. The passes over the Western Carpathians afforded excellent opportunities to the engineer, yet the attacking forces operating from Slovakia negotiated them very quickly. And this thrust had disastrous consequences for the Poles. Their industrial area of Katowice, which they were defending against a German drive from the west, was taken in rear by the advance across the Carpathians, and their ancient capital of Cracow had to be abandoned almost without fighting.

THE WAR WITH NAZI GERMANY:

A STRATEGIC VERDICT ON POLAND; PROSPECTS IN THE WEST.

By CYRIL FALLS.

Modern armies are largely dependent for their very existence upon the petrol-driven vehicle. And though the most up-to-date of such vehicles can move across easy open country, they are more helpless in face of a broken bridge or a crater blown in a mountain road than were their horse-drawn predecessors. Besides, the invaluable expedient of putting pack-saddles on the backs of horses cannot be adopted when the vehicles are horseless. This state of affairs affords the defending engineer his chance, and



THE GERMAN DEVASTATION OF POLISH AERODROMES: AN AERIAL PHOTOGRAPH STATED TO BE OF THE AERODROME AT CRACOW, SEAMED WITH BOMB-CRATERS.

This photograph, and that given below, taken from our contemporary, "Illustrazione Italiana," would seem to show clearly the German method of aerial bombardment, by machines releasing series of bombs while flying across the target. They illustrate one of the effects of German air superiority discussed by Captain Cyril Falls in his article. The photographs have German orientation marks in their upper right-hand corners.



A PHOTOGRAPH STATED TO SHOW THE EFFECTS OF GERMAN AERIAL BOMBARDMENT: THE AERODROME AT RADOM, A LARGE TOWN SOME FIFTY MILES SOUTH OF WARSAW.

enables him to cause trouble, confusion and delay to the assailant at small cost to his own personnel. But he must be both far-seeing and alert if he is to make the most of his opportunities.

Now I turn to a brief consideration of the Western Front. The position there at the opening of the war was misunderstood and misrepresented by a large proportion of the daily Press, and though by now a clearer picture has been

obtained, it may still be in need of some touching up. Everyone realises that the frontier defences on both sides dominate the military situation, but there seems to be less general knowledge of their nature. We talk of a "Maginot Line" and of a "Siegfried Line" as though they represented something very similar, whereas, in reality, they are entirely different in construction as well as in conception, and the products of different tactical theories. The construction of the Maginot Line was an enormous piece of work, carried out over a very long period of time, whereas, the essential basis of the Siegfried Line was laid out in little over six months. The Maginot Line is relatively shallow, whereas the Siegfried Line—which really ought to be called the "Siegfried Zone"—is very deep. The Maginot Line is of immense strength, but rigid strength; the strength of the Siegfried Line is much less at any given point, but is provided by the inter-dependence and mutual support of its various parts. The former might be compared to a steel wall, the latter to a series of steel buffers distributed in depth. Maginot stands for passive defence, Siegfried for defence based on the counter-attack. To breach the Maginot Line would be a task of almost inconceivable difficulty, and when that had been accomplished the attacker would find himself up against the mobile field forces in rear of it. To breach the Siegfried Line would be a physical impossibility until the German Army was defeated, because the system would expand to the rearward and develop new lines of defence as it was penetrated, and because fresh divisions would be continuously brought up to replace those exhausted by counter-attacks. The main theory of the Maginot Line is economy of manpower. The Siegfried Line might well be very much more expensive in man-power, but it is based upon a tactical doctrine which has the strong support of recent experience: that, owing to the striking-power of modern weapons, the best defence is not to withstand the shock, but to absorb it, to slow it down, to muffle and blanket it, and then, at the proper moment, when the impetus has spent itself, to react violently by means of counter-attack.

If an attacker were to hurl himself into the outpost zone of the Siegfried Line, he might make rapid progress at first, though at heavy cost, but he would expose himself to a devastating counter-stroke. Yet there can be no magic in any tactical theory, and there appears to be an answer to this. Limited advances carried out with extreme caution, the minimum of infantry, and overwhelming support from artillery and the heavy French tanks specially built for such purposes; the solid consolidation of all gains; and the deliberate inviting of counter-attacks with the object of exhausting the enemy. It is a very difficult game to play, but up to the present it appears to be the game which is being played, and played with great skill, by General Gamelin.

The immediate future it is difficult to foretell. German ground and air forces are moving west, though considerable numbers will necessarily be detained in Poland. Moreover, many of the mechanical vehicles, especially the tanks, are likely to require repair and overhaul before they are ready for further service. There seem to be at the moment three possible alternatives: a general offensive against France, combined possibly with a turning movement through Belgium, or Belgium and Holland, or, more improbably, through Switzerland; a strong air offensive against Britain and France, which might, of course, be combined with the ground offensive; the maintenance of the German tendency to keep the two Western democracies at bay rather than attack them directly. Should the third alternative be that chosen by the Führer, it would not necessarily exclude an attempt to drive the French off the soil of the Reich whereon they now stand. It might also be accompanied by measures to make Germany more nearly self-sufficient, the chief of which would undoubtedly be taken in the Balkans. All this looks very formidable, and there is no doubt that Herr Hitler, by force, by bullying, and by bribery, has built himself up a strong position, at least on paper. The fact remains that Germany has already suffered considerable losses in men, in material, and in trade, while the resources of Britain and France are as yet practically untouched. Balkan expansion, a modern adaptation of the old *Drang nach Osten*, may be temporarily profitable, but it will not be carried out without dispersion of effort and perhaps resultant exhaustion. Trouble in what was formerly Czechoslovakia is already reported. There must come a moment when capacity to overwhelm, to expand, to absorb, to threaten with effect are weakened, and then the cracks in the edifice at home will widen. We must not, however, be too eager to believe that this will be a rapid process or that its acceleration by our efforts can be accomplished without blood and sweat.

MISTRUSTFUL OF GERMANY'S FUTURE: NAZIS WITH FORTUNES ABROAD.



FIELD-MARSHAL Göring, WHO, AS AMERICAN INVESTIGATORS HAVE DISCOVERED, IN DISTRUST OF THE FUTURE OF GERMANY, HAS EFFECTED HEAVY LIFE INSURANCES ABROAD. (Wide World.)



THE FORMER WINE MERCHANT, JOACHIM VON RIBBENTROP, NOW NAZI FOREIGN MINISTER, WHOSE FORTUNE ABROAD IS BELIEVED TO ATTAIN TO THE TOTAL OF £1,948,000. (Keystone.)



HERR HEINRICH HIMMLER, HEAD OF THE GESTAPO, WHO HAS TAKEN ADVANTAGE OF HIS OFFICE TO SEND OUT OF GERMANY £400,000. (Wide World.)



DR. LEY, LEADER OF THE LABOUR FRONT, WHO HAS SENT £378,200 ABROAD FOR SECURITY—A CRIME FOR WHICH MANY GERMANS HAVE SUFFERED. (Planet.)



JULIUS STREICHER, THE NOTORIOUS ANTI-SEMITIC, NOW SAID TO BE IN PROTECTIVE CUSTODY; WHOSE OVERSEAS "NEST-EGG" IS GIVEN AS £80,000. (A.P.)



THE ENORMOUS FORTUNE OF £1,798,000, SECOND ONLY TO THAT OF VON RIBBENTROP, IS DEPOSITED ABROAD IN CASH AND SECURITIES BY DR. GOEBBELS, THE NAZI PROPAGANDA MINISTER. (Planet.)

If anything were needed to demonstrate the worthlessness of the Nazi cause and the innate corruption of those who lead it, it is the sensational evidence published to the world on September 20 in the New York Press, giving detailed reports from Mr. H. R. Knickerbocker and Mr. William H. Stoneham, American correspondents in London, declaring that the seven Nazi leaders next in importance to Hitler had deposited huge fortunes in neutral countries and were owners besides of large foreign insurance policies on their own and their relatives' lives. Now plutocrats all, at the head of the list is Herr von Ribbentrop, the German Foreign Minister and former Ambassador to the Court of St. James', with a total in cash and securities and life insurance policies of £1,948,000, of which the equivalent of £633,000 is said to be held in cash alone. Next comes that inveterate anti-British propagandist, Dr. Goebbels, with the colossal fortune of £1,798,000 deposited abroad in direct contravention of the economic laws of his own National-Socialist State! According to the details published in America, this fortune was largely invested by an agent, one Thomas Beucher, of Berlin, travelling to New York and

Santiago. Field-Marshal Göring's insurances, taken out in Switzerland, Holland, Sweden and America, and totalling £786,000 out of a fortune held abroad of £1,501,400, were transacted through foreign representatives by one of the directors of Jauch Hubener and Co., of Berlin; while his wife, Frau Emmy Göring, is insured for £40,000 in Swedish kroner, £83,000 in Dutch guilders, and £15,200 in Swiss francs! Hess is fourth on the list of self-made Nazi millionaires with £800,000, of which £449,000 is stated to be in cash and negotiable paper. Dr. Ley, Herr Himmler and Herr Streicher, the notorious editor of "Der Stuermer," have deposited fortunes safely outside the National-Socialist State totalling nearly a million pounds. Herr Hitler himself is the only one who is reported not to have founded a personal fortune outside Germany. When it is remembered that the ordinary citizen of the Reich is not allowed to take out of the country more than ten marks at any time, the treachery of the Nazi leaders to their fellow-countrymen is seen in its true light. As might be expected, the German Propaganda Ministry denied reports of fortunes deposited abroad by Nazi leaders, though only as regarding six of the seven Nazis mentioned.



HERR HESS, THE FUHRER'S DEPUTY AND A FORMER FELLOW-PRISONER WITH HITLER AT LANDSBERG, IS ALSO A NAZI PLUTOCRAT WITH £800,000 DEPOSITED OUTSIDE GERMANY. (A.P.)

THE WORLD OF SCIENCE.

DARTMOOR PONIES AND THE WAR: "BLACK-OUTS" IN NATURE.

By W. P. PYCRAFT, F.Z.S., Author of "Camouflage in Nature," "The Courtship of Animals," "Random Gleanings from Nature's Fields," etc.

WE are told that "we may not do evil that good may come," though evil is sometimes done not of malice aforethought, but from a mistaken conception of what is "good" in certain circumstances. We are rather forcibly reminded of this just now in the hyper-stringent conditions imposed on the community in regard to the "black-out." Those of us who have to drive motor-cars, motor-buses, lorries and vans, etc., after dark, if the regulations as to lights are strictly enforced, may well endanger both our own lives and the lives of those who, by force of circumstances, are compelled to be on the roads at night. I believe that, really, very little relaxation of these regulations is needed to remove all danger. And let it be remembered that the psychological effect under present conditions may well be that all drivers will have their alertness materially impaired through fear of what may happen at the next turn of the wheels.

This anxiety to secure the maximum of safety to all on the road at night may have a surprising result in regard to the Dartmoor and New Forest ponies. For it is suggested that these poor animals should be painted with white stripes across the body, converting them into something very like zebras, to make them conspicuous. Now, unfortunately for this proposal, the effect of the zebra's stripes at night is to make it invisible! This fact was first published by Francis Galton many years ago. "No more conspicuous animal," he tells us, "can well be conceived, according to common idea, than a zebra: but on a bright starlight night, the breathing of one may be heard close by you, and yet you will be positively unable to see the animal. If the black stripes were more numerous, he would be seen as a black mass: if the white, as a white one: but their proportion is such as exactly to match the pale tint which the arid ground possesses when seen by moonlight."

Fig. 1 will help to verify the effect of this "disruptive" coloration; that is to say, the breaking-up of the solid appearance. For, examined in a dimly lit room, it will be found that the black pony is conspicuous, while the zebra foal at her side is "blurred." Now, in this photograph the animals are standing in a small enclosure, and against a background very different from that of the open country such as Dartmoor ponies are roaming over; hence much of the obliterating effect of this coloration is lost.

White stripes are a normal feature in animals living in forests, or thin bush and elephant-grass. That rare and very beautiful antelope, the West African bongo, for example, is of a bright chestnut-red, with a white chevron on the forehead and a white crescent on the breast, while the flanks are marked by from ten to thirteen narrow white vertical bands. These stripes have the same disrupting or obliterating effect in the eastern race, which haunts dense, gloomy forests at an elevation of about 7000 ft. These forests are rendered almost impenetrable by hanging lianas and creepers, made visible by the shafts of light between them, answering to the vertical stripes just referred to. The magnificent Lord Derby's eland, which ranges from Senegambia to the Bahr-el-Ghazal district of the eastern Sudan, living in thin bush, has from ten to fifteen vertical stripes across the body, and a white gorget. Here, again, the stripes harmonise with the haunts of the animal. Finally, we have the "common eland," which also shows

coloration of his quarry, or of its relation to the haunts of that quarry, size, length of horns, and so on, alone being recorded by him. In this matter



FIG. 1. GIVING A "BLACK-OUT" RESULT DIRECTLY CONTRARY TO POPULAR BELIEF: A ZEBRA-HYBRID FOAL, THE EFFECT OF WHOSE STRIPES AT NIGHT IS TO MAKE THE ANIMAL BLURRED OR INVISIBLE—WITH ITS MOTHER, A BLACK HIGHLAND PONY, WHICH IN A DIM LIGHT IS CONSPICUOUS.

It has been suggested that the Dartmoor and New Forest ponies should, for the duration of the war, be striped with white, to make them conspicuous on badly lighted roads. In the article appearing on this page it is pointed out that the result of such "disruptive" coloration would be the opposite of what is desired. Galton states that on a bright starlight night the breathing of a zebra may be heard close by, yet human eyes are unable to see the animal.



FIG. 2. THE INDIAN CHITAL (CERVUS AXIS), BEARING SPOTS RETAINED THROUGHOUT THE YEAR, BECAUSE THERE IS NO SEASONAL LOSS OF LEAVES—UNLIKE ENGLISH FALLOW-DEER, WHOSE SPOTS VANISH IN THE AUTUMN.

In the chital, or axis-deer, the coat is spotted throughout the year. In the English fallow-deer the coat is spotted only during the summer, when in sunny glades these spots break up the solid appearance of the body. In the autumn, when the leaves fall, the coat loses its spots.

vertical white stripes on the body. But in the southernmost parts of the range the stripes are absent, there being no need for obliterative coloration of this type.

Spots take the place of stripes where the haunts are formed by open glades in forests and woods. Our fallow-deer well illustrates this type. The spots have the same disruptive effect as stripes; the white spots on a dark ground-color simulate the broken light, making its way through the leaves. And, be it noted, in the fall of the year, by the time the trees are bare, the spots have vanished. Now, in the Indian chital (Fig. 2) the spots are retained throughout the year, because there is no seasonal loss of the leaves. How these white markings change their form and distribution from lines, vertical or horizontal, to spots or blotches, according to the character of the environment, can well be seen in the giraffes.

Unfortunately, the big-game hunter has shown little interest in the



FIG. 3. AFFORDING A GOOD ILLUSTRATION OF THE EVOLUTION OF A SUB-SPECIES BY ITS DISRUPTIVE COLORATION—THE OUTCOME OF A CEASELESS WAR OF NATURE "WHEREIN HUNGRY CARNIVORES ARE FOR EVER SEEKING FOR VICTIMS TO APPEASE THEIR HUNGER": THE SOMALI GIRAFFE. In the giraffes large blotches take the place of spots. They form an obliterative coloration when the animal is at rest among foliage. In the illustration reproduced above there are actually two giraffes, but the second—seen against the broken background beside the foremost—has become almost invisible. (Photo, Roberishaw.)

it is also to be regretted that the "museum naturalist"—that is to say, the "systematist," deeply concerned with niceties of coloration and pattern—has also persistently neglected to gather information on this theme. He is content to trace the geographical range of any given species, and to note the gradual emergence, from the material submitted to him, of species and sub-species, as though these were merely due to some unknown factor. Yet the inescapable inference is that these differences are adjustments to the haunts of the particular sub-species he is examining. They afford, in short, instances of protective coloration, more or less striking, as well as of geographical distribution.

This coloration is the outcome of that ceaseless war of nature wherein hungry carnivores are for ever hunting for victims to appease their hunger. The giraffes afford a good illustration of this evolution of sub-species, of which there are many. Yet only in one case have I succeeded in finding any information as to this relation between haunts and coloration. And this is in the case of the Somali giraffe (Fig. 3), which lives amid mimosa-scrub. Instead of the more or less heavily blotched hide of all the other sub-species, it has a ground colour of a deep liver-red, over which is spread a network of narrow white lines. As a consequence, a troop of these animals, in spite of their huge size, are practically invisible so long as they are motionless.

Finally, to show the very real relationship between coloration and haunts, the case of the Malayan tapir may be cited. It affords a splendid instance of protective coloration, and of a very singular kind. For the fore-part of the body, including the fore-legs, and also the hind-legs, are jet black, while the rest of the body is white.

Conspicuous enough in a zoo or museum, in its native haunts this is far from being the case, at any rate when the animal is at rest, when it has most need of protection. At this time it loves to lie out in the dried-up river-courses, strewn with great boulders. In the blazing sun these appear as white masses, casting black shadows. Dozing amid such surroundings, a dozen tapirs can rest in peace, for their white bodies simulate the exposed portions of the boulders, while the black legs supply the shadows.

BILLINGSGATE COULD NOT LEAVE LONDON!—A SHORT RUSTICATION.



BILLINGSGATE'S SHORT SOJOURN IN THE COUNTRY: PORTERS OF THE FAMOUS FISH MARKET WHICH WAS EVACUATED FROM LONDON; BUT SUBSEQUENTLY HAD TO RETURN.



DURING THE SHORT-LIVED ATTEMPT TO "DECENTRALISE" BILLINGSGATE, WHICH PROVED, HOWEVER, UNWORKABLE: HANDLING FISH IN A TEMPORARY SUBURBAN DISTRIBUTING CENTRE.



WHEN BILLINGSGATE WAS OUTSIDE LONDON: A QUIET STREET IN A PROVINCIAL TOWN PACKED WITH DEALERS' TRUCKS.



PART OF THE EXPERIMENT IN DECENTRALISATION WHICH FAILED, UNLIKE SMITHFIELD, WHICH REMAINS "SOMEWHERE IN THE COUNTRY": PORTERS UNLOADING BESIDE A SPECIAL TRANSPORT SIGN.



WHILE FISH SALES TOOK PLACE OUT OF LONDON BUYERS WERE REQUIRED TO PRODUCE TICKETS FOR THEIR RESPECTIVE CONSIGNMENTS. ABOVE THEY ARE SHOWN WAVING THEM BEFORE THE FISH DISTRIBUTOR.



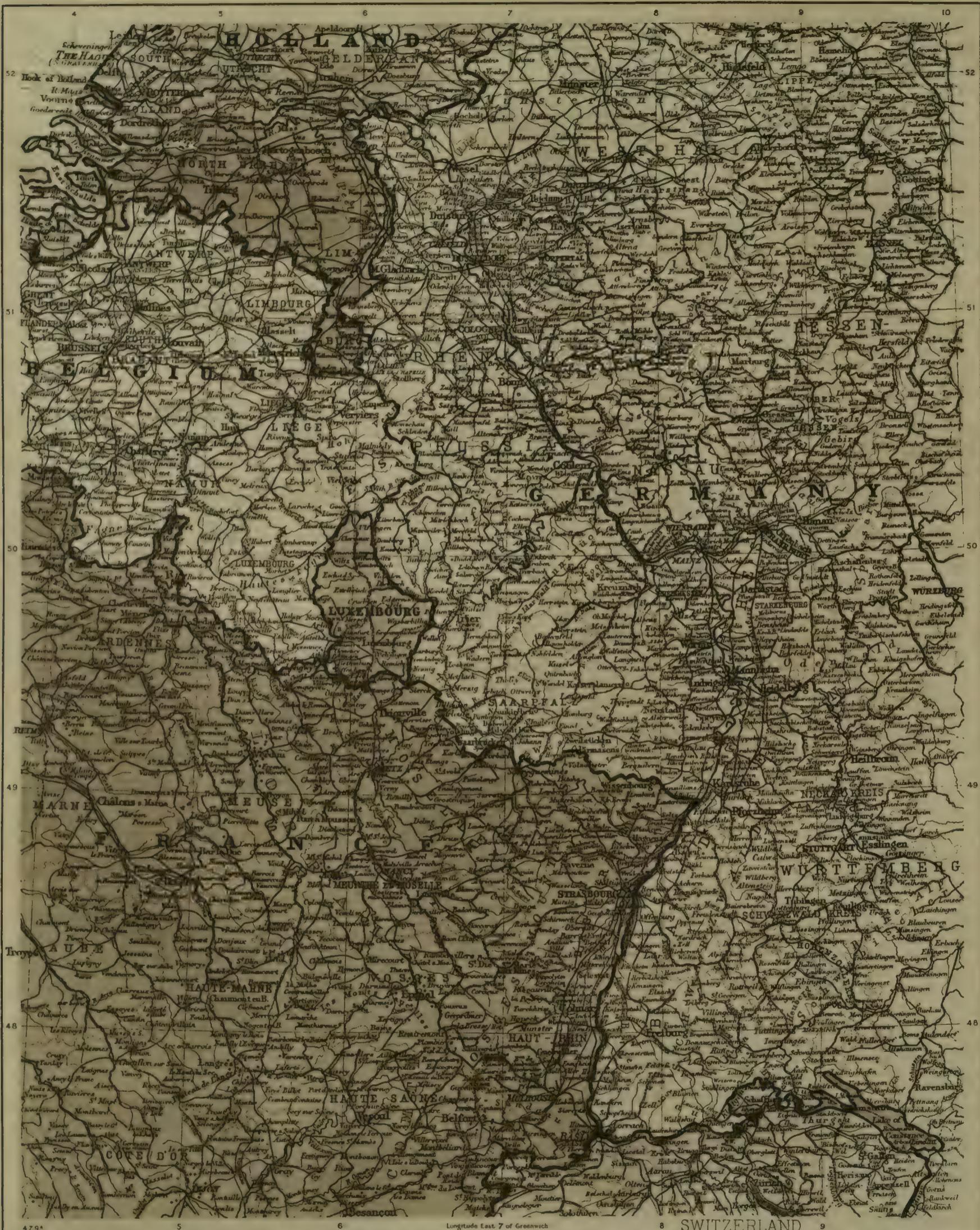
ELOQUENT OF THE DIFFICULTIES OF DEALING IN RURAL CENTRES WITH ONE OF THE MOST PERISHABLE OF FOOD COMMODITIES: BUYERS IN A CIRCUMSCRIBED "MARKET" CROWDING ROUND CRATES OF FRESH FISH.

The evacuation of the most august national institutions—even of H.M. Government itself—from London may be contemplated, but it is plain there is one thing which may not be moved, and that is Billingsgate! After two weeks of experiment in decentralisation and fish distribution from suburban depots Billingsgate reopened in its old haunts in London on September 25. The official announcement was made in Parliament on September 20 by Mr. Morrison, Chancellor of the Duchy of Lancaster, who stated that the sale and distribution of so perishable a product as fish could not be effected speedily and efficiently from remote

railheads; that the Trawler Owners' Association and its allied bodies had refused to send their ships out of harbour unless they could be assured that markets would be normal for catches landed; that the porters found their work irregular outside London and were anxious to return; and that the railway companies, which had established over a long period of years a special service for conveying fish from ports direct to Billingsgate, had experienced great difficulty in diverting traffic to small centres. Our illustrations are of Billingsgate during its brief sojourn in the country. (Photographs by Fox.)

THE WESTERN FRONT: THE THEATRE OF WAR; AND THE NEUTRALS.

MAP BY JOHN BARTHOLMEW AND SON, LTD., LONDON AND EDINBURGH.



THE STRATEGIC CONFORMATION OF THE WESTERN FRONT, WHICH FALLS INTO TWO SECTORS; THE SOUTHERN, BARRED BY THE RHINE, AND THE NORTHERN, WHERE VIOLENT ACTIVITY CONTINUES; WITH THE ADJOINING NEUTRAL COUNTRIES, INCLUDING HOLLAND, AFFORDING OBVIOUS TEMPTATIONS FOR FURTHER NAZI ADVENTURES.

On this map can be studied the line of the French and German borders—the Western Front—and also Germany's other Western frontiers, which march with the neutral countries of Holland, Belgium, and Luxembourg. Near the frontier of this last, as foreshadowed in "The Illustrated London News" of September 16, the most important military operations of the Western Front have taken place—so near, indeed, that the Luxembourg Government is much exercised by the problem of the thousands of visitors who arrive to watch the fighting from the high ground

near Schengen, in the south-east corner of the Duchy. The arrival on the Western Front of German troops from Poland was mentioned in the French Communiqué No. 27, on September 17. Perl was reported captured by the French on September 16; while the evacuation of many German towns and villages was stated to be taking place. As we write, there seems to be the possibility of a German counter-offensive in Lorraine. Alternatively, large concentrations further north may imply a German move against Holland or Belgium, and an attempt to outflank the Maginot Line.

THE TREMENDOUS RANGE OF R.A.F. BOMBERS PICTORIALLY SHOWN.

DRAWN BY OUR SPECIAL ARTIST G. H. DAVIS.



THE LONG ARM OF THE R.A.F.: THE UNINTERRUPTED, INCREASE IN BRITISH BOMBERS' RANGES SINCE 1918, DOWN TO THE VICKERS "WELLINGTON," WHICH COULD FLY NON-STOP WITH FULL LOAD TO KHARTOUM.

This drawing affords a more convincing proof than could any written statistics of the tremendous striking power of the Royal Air Force. It shows the absolute range of British bombers, i.e., the distance they can fly without refuelling, carrying their full military equipment—as compared with the distances of which types brought out during the European War were capable. By halving this "absolute figure" an approximate idea may be formed of their effective bombing ranges—extending, in the case of the Vickers "Wellington," at least as far as the Black Sea; while the "Hampden" could reach most of Central Europe and the northern shores of the Mediterranean from bases in England. But this range is enormously extended when account is taken of the multiplicity of flying bases available to the R.A.F. throughout the Empire, not to mention those that might be put at its disposal by allied nations in Europe. This drawing appeared in our Royal Air Force Number earlier this year, since

when, it is safe to say, the R.A.F. has not stood still in the matter of extending the range of its machines. The R.A.F., it will be remembered, still holds the world's record for a long-distance flight, gained by Vickers "Wellesley" bombers in November last; with a flight of 7162 miles from Egypt to Australia. The Vickers "Wellesley" bomber is constructed on the geodetic principle, which has the advantage of combining great stiffness and strength with a structure-weight so low as to give range and load-carrying figures that have hitherto been unattainable. The Vickers "Wellington" is constructed on the same principle. The details of this principle are not at the moment available for publication, but it has unquestionably been a factor in putting the R.A.F. well ahead of its rivals. Special interest also attaches to the "Blenheim," a machine now being used as a long-range fighter. Its large tankage allows it to serve as an escort to bombers in raids on distant objectives.

BOOKS OF THE DAY.

By CHARLES E. BYLES.

NOW that the French and the British are once more brothers-in-arms, there will be a host of readers, no doubt, for a book that recalls a singularly gallant and attractive "son of France" who, but for a cruel fate, might have become a great soldier. His life-story is told anew in "THE PRINCE IMPERIAL." By Katherine John. With Frontispiece (Putnam; 10s. 6d.). It was fitting that a daughter-in-law of Augustus John should evince a genius for literary portraiture. In this book she certainly establishes her claim to a place "on the line" among historical biographers, and, further, among popular historians, for it is really more than a record of that ill-starred young man—son of Napoleon III. and Empress Eugénie—who did not live fulfil what he believed to be his imperial destiny, but, as all the world knows, fell fighting for England in a lu ambush.

Mrs. John not only gives a full-length portrait of the Prince himself, ribing in detail his education, character, and career, but she embodies a comprehensive study of his parents, from the days of their courtship onward, a brilliant picture of Parisian life under the Second Empire, and scenes during the early stages of the Franco-Prussian War, leading to the defeat at Sedan. She shows how, in the inception and prosecution of the war, the masterful Empress directed her vacillating husband, somewhat in the same way as, in 1917, the Tsaritsa was to dominate the Tsar Nicholas, to his undoing. After the débâcle and the Emperor's surrender, came the flight to England. Eugénie, who had modelled herself on Marie Antoinette, and half hoped for some equally dramatic end, was eventually content to quit the Tuilleries in a hackney-cab and "seek refuge with her American dentist," who conveyed her to Deauville and placed her aboard an English yacht, *en route* for Hastings and the Marine Hotel. Then follows the story of the exile, the Chislehurst *ménage*, the kindness of Queen Victoria, the Emperor's death, the young Prince's experiences at Woolwich Academy, and his fatal decision to join his comrades there on active service in South Africa. Mrs. John relates it all with unfailing verve, not unmixed with sarcasm and irony. Despite its considerable length (over 500 pages), the interest of her narrative never flags.

One passage, typical of the author's style, recalling the palmy days of the Second Empire, contains an incidental allusion which will appeal specially to readers of this paper. Referring to the "social brilliance" of a Court which eclipsed those of some contemporary monarchs, Mrs. John writes: "On this ground, at least, it was a distinct advantage to be a *parvenu*. Hereditary princes, however good their intentions, are apt to wet-blanket a social gathering. A pair of cosmopolitan adventurers, brought up in the world and not to the purple, with friends of every nationality, and unlimited resources for entertaining them, and the prestige of a throne to set it all off, had only to pipe, and the whole of Europe would fall a-dancing. . . . Industry and commerce flourished as never before; fortunes grew like snowballs; life seemed all at once to speed up. . . . 'Air, space and light!' commanded the Emperor, and, as at the wave of a wand, the old, huddled, striking, picturesque, sky-excluding Paris fell down in ruins: the *Charivari* depicted a group of English walking about it, and remarking to each other: 'How very odd! The *Illustrated London News* didn't mention this earthquake!' And then, from out the wreckage, there appeared with no less magical abruptness another city, Haussmann's Paris, Imperial Paris, all space and light, perspectives and grandiosities."

Throughout his short life, the young Prince Imperial had his mind saturated with the Napoleonic legend. Although the despair of his tutors in book-learning, he would astonish them by his zest for all things military, and his familiarity with his celebrated great-uncle's achievements. He also had a happy *flair* for saying the right thing in public—a gift of speech which might have carried him far as a leader, had he lived. Here is an incident, when he was only thirteen, that illustrates his popularity. "In 1869," we read, "the centenary of the great Napoleon's birth, Eugénie with her son went to attend the celebrations

in Corsica. It should have been the Emperor, but he was too ill—and she was not wanted; so Louis had the honours from first to last. . . . At Ajaccio, the 'Spanish woman' was received without ardour . . . but as for her son, the loyal Corsicans were ready to eat him. The greatest moment of all was before the little house of the

Ancestor. As he was about to enter, the crowd surged forward in a great wave, pressing up to the doorway, almost crushing him against the house-wall; the officers entreated them to stand back; and then the Prince turned round, flushed, brilliant-eyed, transfigured as he always was in moments of exaltation, and cried in his young, ringing voice: 'Oh! do let them come in—they're part of the family!' The effect of this outburst was indescribable."

Queen Victoria's friendship for Napoleon III. and his Consort, which had begun in their prosperous days, if not "with a little aversion," at any rate with a slight misgiving, developed later, as we know, into a much warmer feeling. In their days of adversity, her sympathy and support were invaluable to them. Mrs. John makes some very apt quotations from the Queen's letters and writings. "She had got very fond of the Empress," we read, "and of the Prince for his mother's sake. Louis's shelf at Woolwich displayed 'a handsomely bound Shakespeare' and the *Leaves from the Journal of Our Life in the Highlands*, each with an inscription, 'To my cousin the Prince Imperial of France, with many wishes for his happiness. His affectionate cousin, Victoria R.' What was more, his affectionate cousin was now a Bonapartist. A few days ago, she had written to Theodore Martin: 'The Queen does not think the Bonapartist cause will lose by the poor Emperor's death. On the contrary she thinks the reverse. For the peace of Europe SHE thinks (though the Orleans Princes are her dear friends and connections and, some, relations, and she would not for the world have it said as coming from her) that it would be best if the Prince Imperial was ultimately to succeed.'

In assessing the Prince Imperial's character, Mrs. John emphasises constantly the central point of his mentality—his devotion to soldiering. In his early youth Prosper Merimée (an old friend of his grandmother) "began to find in him, charming as he was without doubt, 'a lack of sensibility very strange in a child'; it was the result of a heart and imagination already occupied, with no response left over for other stimuli. Those who put him into uniform at the age of two achieved more than their purpose." In later years he went through a London season "like a young Galahad," and, though full of joyous high spirits, he apparently had no love-affairs. One vague rumour of a *liaison* was scouted by his friends. At Woolwich he liked his English uniform, and it was his ambition to "smell powder" and to prove his manhood, with a view to his acceptance by the French people as their future Emperor. Such were his motives in going out to South Africa as a "spectator" (the British Government would

not consent to his going in any other capacity). Explaining his feelings at this time, Mrs. John writes: "It was positively his duty as Heir of France to go to this war. What could he do at home? What chance had he to show he was good for anything? People were always throwing the Orleans princes in his teeth—saying the Orleans princes had fought and he hadn't. And this was the perfect war for him to fight in—at the other end of the world, against savages, involving no European interest. . . . Did anyone respect him now, or understand him? He was twenty-three, yet his own supporters were still thinking of him as a child and most of them treated him as a child. . . . And then he burst out: 'Do you want me to be "the little Prince" all my life? Do you want me to pine away and expire of boredom, like the Duc de Reichstadt?' The miserable tragedy which cut short his life, but brought out all his natural heroism, is described in full by the biographer with infinite pathos.

From an Englishwoman's account of a phase in French history, and the protagonists therein, I turn now to a Frenchman's study of our national evolution, namely, "THE ENGLISH." From Pirates to Prophets. By Edmond Privat. Translated by Edward Crankshaw (Allen and Unwin; 5s.). Here, very succinctly, but with penetrating insight, the author traces our political and intellectual development since "the Saxon pirates who landed in Great Britain at the time of the last Roman emperors." Literary influences are stressed, for among the thirty short chapters

[Continued on page 536]

A NOTICE TO OUR READERS.

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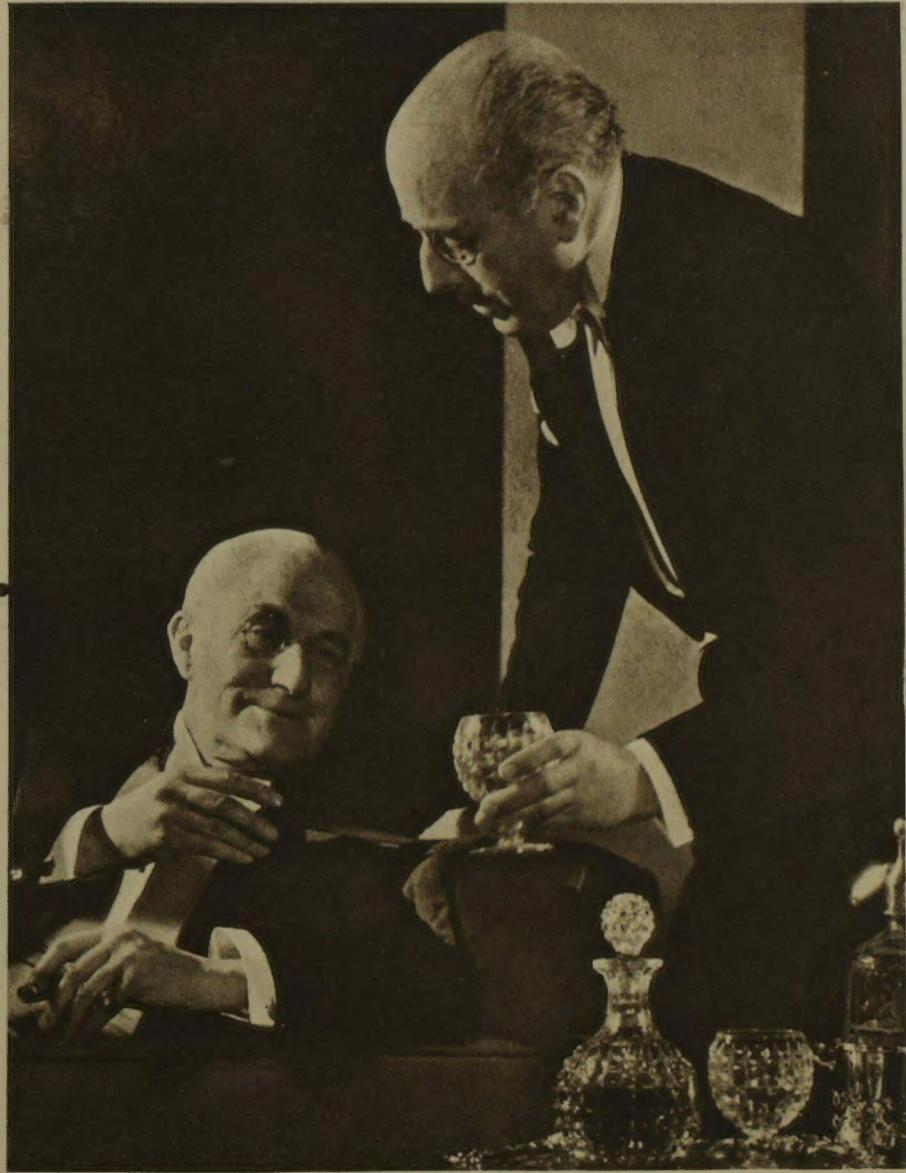
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THE CHRONICLE OF THE CAR.

By H. THORNTON RUTTER.

"OUT of evil cometh good" and the other saying about an ill wind both apply to the way in which motoring conditions have been affected by the war. I refer, of course, to the liberal use of white paint on the roads, kerbs, and bordering trees. This has proved so valuable during the black-out hours that it is to be hoped the authorities have not been too busy to make a mental note that it would be equally useful in a peace-time fog as well as for normal night driving.

I have always thought that this country has lagged behind in the matter of those white warning-posts on corners that are seen everywhere in France, for instance, for they can be picked out a clear second or two earlier than the actual turn in the road. The continuous white line is not only of enormous assistance at night-time, but it can also be the best possible cure for the kerb-shy driver. I say "can be" because some of these folk seem to think that it is put there for them to follow with their wheels astride it, instead of to mark the centre of the road. The remedy for this, if the continuous white line is carried on universally after the war, is to have notices at the roadside exhorting motorists to keep to the left of the line, and for mobile policemen to stop and warn all offenders until the correct driving habit becomes second nature.

Meanwhile, motoring for most of us is not too easy, and it is in the national interest to restrict our journeys to essential ones, irrespective of whether we use our full rations of petrol or not. Motoring in black-out hours is not an enjoyable experience, and is to be avoided as far as possible so as to leave the streets clear in case of a raid. The latest lighting restrictions have reduced side-lamps to their original purpose of a means of identification, as distinct from illumination, and here again is a lesson which might well be continued when the world returns to normal once more. Most side-lamps in the past have been too bright.

The cancellation of the Motor Show, inevitable as it was in the circumstances, has thrown the motoring calendar badly out of gear. Several manufacturers had to put off the usual cocktail-parties which are

generally used to usher in the new season's programme, but most of them are going ahead as far as the actual cars are concerned. I have already dealt with many of the cars announced so far, but there are one or two programmes that came out during the days when the crisis was rising to its climax that were overlooked by many motorists in their preoccupation with the approach of war.

Austins, for example, introduced their new "Twelve," a worthy descendant of the long line of Austin "Twelves" that have commanded the respect of motorists who know a good car when they see one, over a long period of time. Like its predecessors, it has a four-cylinder engine, but this develops more power than ever before—no less than 42 b.h.p. at 4000 r.p.m. It is rated at 11.9 h.p., and is mounted on "live" rubber, a special provision in this respect being the double insulation at the rear, where the bridge to which the "live" rubber engine-mounting connects is also mounted with rubber to the frame. The result is a degree of smoothness at all but really slow engine speeds that is as good as that of many a "Six." Austins are always sturdy jobs, and the new "Twelve" is no exception. The chassis is strongly braced with a specially rigid cross-member at the front to cut out any "weaving" motion on rough roads.

The brakes are of Girling pattern, and they include a clever method of compensation to allow for the fact that when they are applied the weight of the car is thrown forward on to the front axle. I have not yet had the opportunity of driving the new Austin "Twelve," but I understand that its springing is exceptionally good. The springs can never get "solid," as they do on so many cars, because they are kept positively lubricated through channels in the interleaving. The movement of the springs is controlled by double-acting piston-type shock-absorbers, and torsion-bar stabilisers at the front and rear prevent swaying and rolling on corners. I have dealt with the mechanical aspect of the car first, because the new Austin is such a thoroughly sound engineering job, but to many motorists its chief appeal will lie in its coachwork. This is of the same contour and "styling" as the Austin "Eight" and "Ten" models, which is the same as saying that it is a very handsome car indeed.

BOOKS OF THE DAY.—(Continued from page 534.)

are some devoted respectively to Shakespeare, Milton and the Puritans, Robinson Crusoe and Gulliver, the Romantics (including Wordsworth and Byron), Dickens, Intellectual Prophets (Carlyle, Ruskin and Morris), Victorian Poets, Oxford and Darwin, Kipling, and Wells and Bernard Shaw.

Explaining his purpose in retrospect, M. Privat writes: "This little book is no more than a modest introduction to the history of the collective soul of the English and their brother nations. . . . The power of the spirit holds the law of brutal force in check. This race is tormented by an unsleeping conscience, and in its literature the Christian Utopia of brotherhood constantly recurs. . . . We dare hope that their practical experience will help the world one day to make frontiers invisible, allowing each nation leisure to give the best of herself to the community as a whole. That is their universal mission."

There is an element of prophecy, combined with a just appreciation of British motives in foreign policy, in a passage which M. Privat must have written long before the present war began. Defending us from charges of hypocrisy, he says: "What is judged as hypocritical is really neither more nor less than the constant intervention of the human conscience or the Christian faith, which seeks to prevent an evil when it can, and when it fails at least deplores the fact. Europe to-day can only choose between force regrettably arrayed and violence committed gladly. The first must threaten the body but at least it saves the mind. The second poisons both."

For lack of space I must reserve for a later occasion a third work of French interest just to hand, this time relating to a famous novelist and his masterpiece, namely, "FLAUBERT AND MADAME BOVARY." A Double Portrait. By Francis Steegmuller (Hale; 12s. 6d.). This volume is recommended by the Book Society. Other noteworthy arrivals which have reached me within the last few days are "TORQUEMADA," Scourge of the Jews. A Biography. By Thomas Hope. Illustrated (Allen and Unwin; 8s. 6d.); "ENGLAND BEFORE AND AFTER WESLEY." The Evangelical Revival and Social Reform. By J. Wesley Bready, Ph.D. Illustrated (Hodder and Stoughton; price, 2s. 6d. to members of the Religious Book Club); and "ROUND THE ROOM." By Edward Knoblock. An Autobiography. Illustrated (Chapman and Hall; 12s. 6d.). The title of this last book recalls that of a French work written on somewhat similar lines—"Voyage Autour de Ma Chambre," by Xavier de Maistre.

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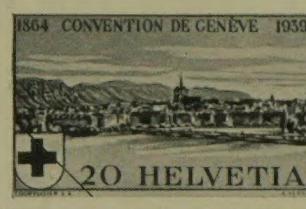
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WE are now very near the completion of the Great Britain stamps of the present reign. All the values up to the 1s. denomination had been issued by the beginning of May, leaving only the three high values, 2s. 6d., 5s., and 10s., to come. These three denominations have for many years been printed from line-engraved steel plates, and the first to appear in the King George VI. series was the 5s. red, issued Aug. 21. This was followed on Sept. 4 by the 2s. 6d. brown. They are of entirely new design and shape,



SWITZERLAND: SEVENTY-FIVE YEARS
OF THE RED CROSS.

the design being the work of Mr. Edmund Dulac. The Royal Arms, supported by the Lion and Unicorn, occupy the major portion of the area, with the profile of his Majesty and the figures of value above. The size is $1\frac{5}{8}$ in. by $1\frac{5}{16}$ in.

This year many countries have been celebrating the seventy-fifth anniversary of the foundation of the Red Cross movement. France, Belgium and Finland have issued stamps earlier this year, as noted, and in some cases illustrated, in this page. Now Switzerland has produced two stamps for the anniversary, in a design showing a view of Geneva from the lake and the Red Cross shield in the lower left corner. The stamps are inscribed "1864 Convention de Genève, 1939." Printed in photogravure by Courvoisier of Chaux-de-Fonds, they were issued a few days before the outbreak of the new war. The values are 20 centimes red and 30 centimes blue.

Who wants to see a new German stamp? There will no doubt be plenty of them, but British collectors will let them severely alone. Just before the war began, the usual annual stamp for the Nazi gathering at Nuremberg reached us, showing the Führer giving the speech that never came off. The postal value is 6 pfennig, but it costs the Germans 25 pfennig, of which 19 pfennig goes to the Nazi party funds.

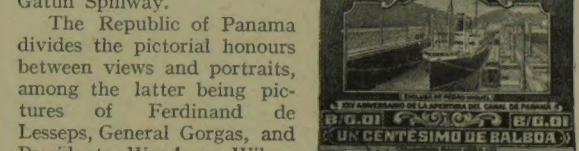
In the Netherlands they have been celebrating the centenary of the Dutch railways. Two stamps issued this September mark the occasion. Printed in photogravure by the Enschedés of Haarlem, the 5 cent. deep green shows the earliest type of locomotive used in 1839, and the 12½ cent. blue, a modern electric train. Each stamp bears the inscription "100 Jaar Nederlandsche Spoorwegen."

The latest French pictorial stamp presents a view that will be familiar to most travellers in France. It is the Château de Pau, and has been designed and engraved by Mons. A. Rivaud, and printed in intaglio. The denomination is 90 centimes, printed in rose on azure paper.

The twenty-fifth anniversary of the opening of the Panama Canal has been celebrated in one stamp of the U.S.A., a set of sixteen for the Canal Zone, and two sets for the Panama Republic, of which there are nine for ordinary postage and eight for air mail. In all, thirty-four additions to the postage-stamp panorama of the great engineering and medical achievement. The single U.S. commemorative 3 cents purple bears portraits of Theodore Roosevelt and General Goethals, with a canal scene in the centre.

The Canal Zone stamps present a series of views of places on the Canal route before and after the completion of the work. These include Balboa, the Gaillard Cut, Bas Obispo, Gatun Locks, Gamboa, the Canal Channel, Pedro Miguel Locks, and Gatun Spillway.

The Republic of Panama divides the pictorial honours between views and portraits, among the latter being pictures of Ferdinand de Lesseps, General Gorgas, and Presidents Woodrow Wilson and Taft.



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